CYCLE NEWS®

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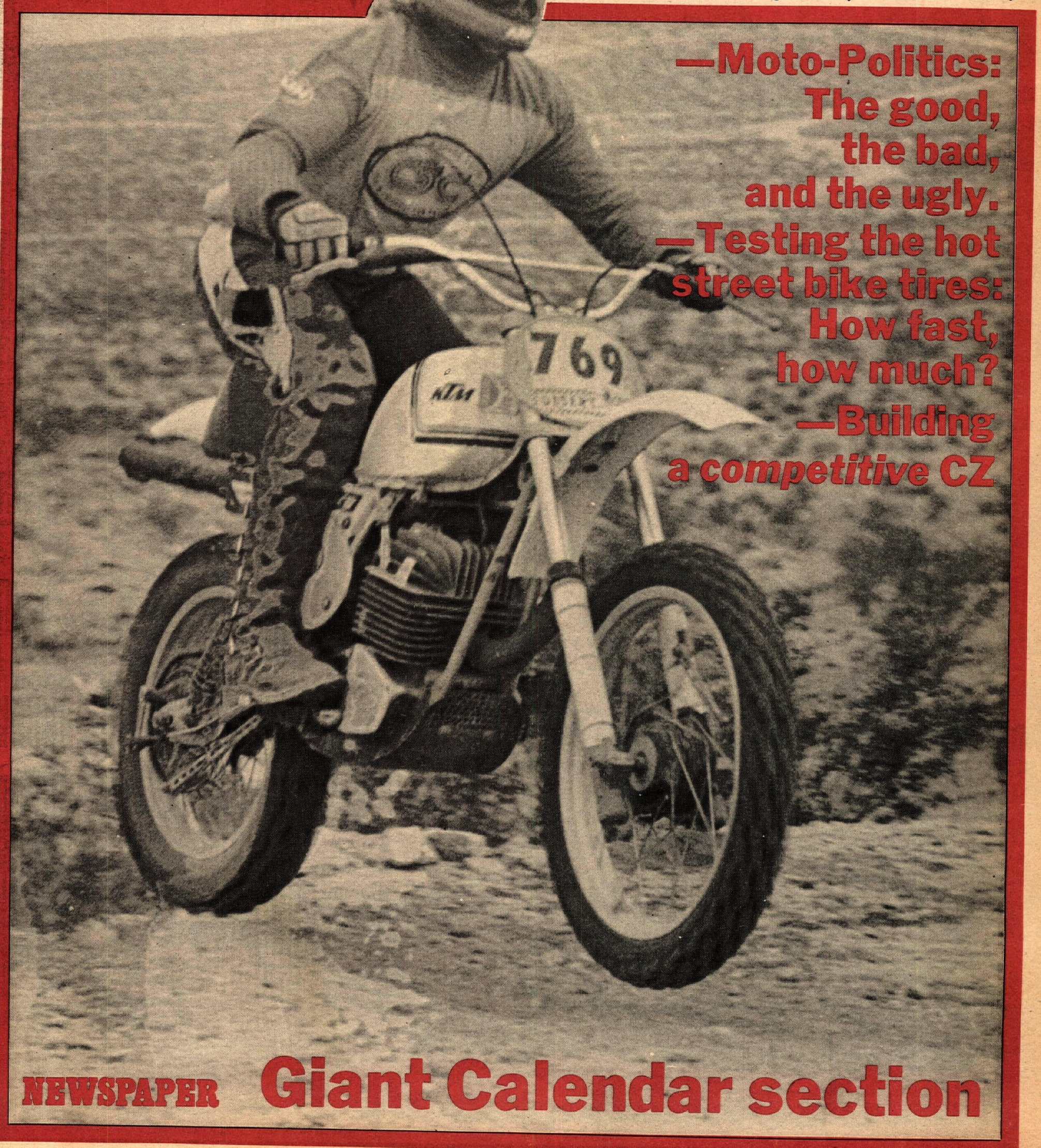

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ON THE FRONT PAGE: Tom Brooks crests Galileo Hill, winning DRA's 20 Mule Team 200 for Mom and KTM. Dale Brown recorded the scene with his dual lens, 50-caliber, turret-mounted Bottomcon XR750T.

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Parks & Rec to hold Los Angeles hearing

California's Parks & Recreation Commission, those good folks who classified about 25,000 acres of newly-acquired state land (located in the Santa Monica Mountains) as "Park" and zero acres as "Recreation", thus closing it all to trailriding access, will be in Los Angeles January 14 for a public hearing on the Santa Monica Mountains General Plan. That plan is the result of months of public meetings — meetings which were attended by many concerned motorcyclists, even though we'd officially "lost" our bid to have some of the land reclassified.

The General Plan openly admits that trailriders' needs are not met by the plan. The staff planners have said that if bikers showed enough interest, they would try to recommend a reclassification of some unspecified area for recreational use.

You can help show interest by attending the meeting, beginning at 10 a.m. Friday, January 14, at the Quality Inn on Century Blvd. near L.A. International Airport. You can make your own public statement by writing in advance to Margo Woods, c/o Parks & Recreation Commission, Box 2390, Sacramento, CA 95811. You may also register for a time slot at the meeting. Trials clubs, enduro clubs, and family trailriding groups are especially urged to make a showing. CN will be there, too.

THE LATEST POOP BY PAPA WEALEY

John Harley passed away Friday, December 17, a victim of stomach cancer. In addition to his duties as Industrial Affairs Manager with the family firm, he had been serving as Treasurer to the AMA, and was an AMA Board member of long standing.

Mitch Mayes has been moved again — he's now at Long Beach Memorial West, Rm. 146, for those who want to keep in touch. Keep praying, folks; they're still working toward his recovery.

Next meeting of the San Diego County Citizens' ORV Committee is January 11. Call (714) 236-4597 for info.

During December, AMA's Executive Director Ed Youngblood announced his intention to resign. He will stay on until a successor can be chosen.

Speedway is once again on the card at the Astrodome Nationals. The National Invitational event, set for January 30 to wrap up a long weekend, will pay a guaranteed $8,000 purse. Format will be a 16-man Scratch plus a 24-man Handicap program.

MOVIE REVIEW: "Naturally Free" is a new feature-length documentary about motorcycle sport done by Ken Anderson. Imagine "On Any Sunday" filmed mostly in Australia by Australians, and you've got it. There are a couple of nude scenes thrown in for no good reason, except to get a PG rating. The music is good, footage a sort of hodge-podge ranging from a California enduro to lots of trials. If you loved "Any Sunday," you'll like "Naturally Free."

Entries close January 7 for the Cycle News West "Win-a-Honda" contest announced in our year-end issue. Already we can see it's a dead-heat to the finish and we'll probably have to use all our tie-breakers to sort out the winners. We will announce the results here in a couple of weeks.

Yes, there is a works Jawa 250cc road racer. It's a water-cooled rotary-valve two stroke with cast alloy wheels and Krober ignition. Please, no cracks about the Universal Japanese (Czech) motorcycle — they haven't yet forgiven us for our last remark about Commie dirt bikes.

A check with AMA's Mel Parkhurst confirmed that at 1,015cc stock displacement, the Kawasaki KZ1000 will not be legal for Superbike Production.

Somebody pawned a camera that wasn't theirs; and when the L.A. County Sheriffs developed the film in it, it showed scenes of the recent Saddleback Trans-AMA. Anyone who lost a camera at the race, call Deputy Ruwe at (213)974-4331.

Works Yamaha mechanic Bill Buchka —who for the last four years has wrenched for a National Champion, most recently for Bob Hannah in 1976—is leaving for Sweden. He'll tune Bengt Aberg's GP TT500 four stroke for the Swedish importer.

Branch Flowmetrics is now Branch Incorporated. Same location, but more backing, as Stan Wixom has sold his fairing/bag business and come together with Flowmetrics' founder and flowbench expert Jerry Branch.

The rough draft of San Diego County's ORV Plan for 1990 is available from the Integrated Planning Office, County Admin. Center, 1600 Pacific Highway, San Diego, Ca. 92101. For more info on what's being done for off-road recreation in San Diego County, (quite a bit more than in L.A.), call Les Bagg at (714) 236-4597. To learn how you can support the Citizens' ORV Committee, call Pam NePote at (714) 236-4083.

Some bureaucrats never say die. The Feds have re-submitted the proposed reg that all vehicles (including motorcycles) have speedometers reading no higher than 85 mph. What a bonanza for the aftermarket that will be!

Tony Arminio of Warrington, Pennsylvania set a new Class B Stock Motorcycle drag race record at Atco, New Jersey. His national record for the standing start quarter mile is 12.2 seconds elapsed times with a terminal speed of 112.28 miles per hour. Class B Stock is for unmodified, showroom-stock motorcycles. Arminio rode a Laverda 1000.

Contrary to some rumors, Husqvarna will not distribute Laverda motorcycles in the United States, according to well-placed Husqvarna sources.

District 37 enduro riders (old ones, that is) will get a choice of signing up for a new Over-40 Senior class at District enduros in 1977. Call the Enduro Squid . . . er . . . Steward Larry Langley for details, evenings, (213) 421-6129.

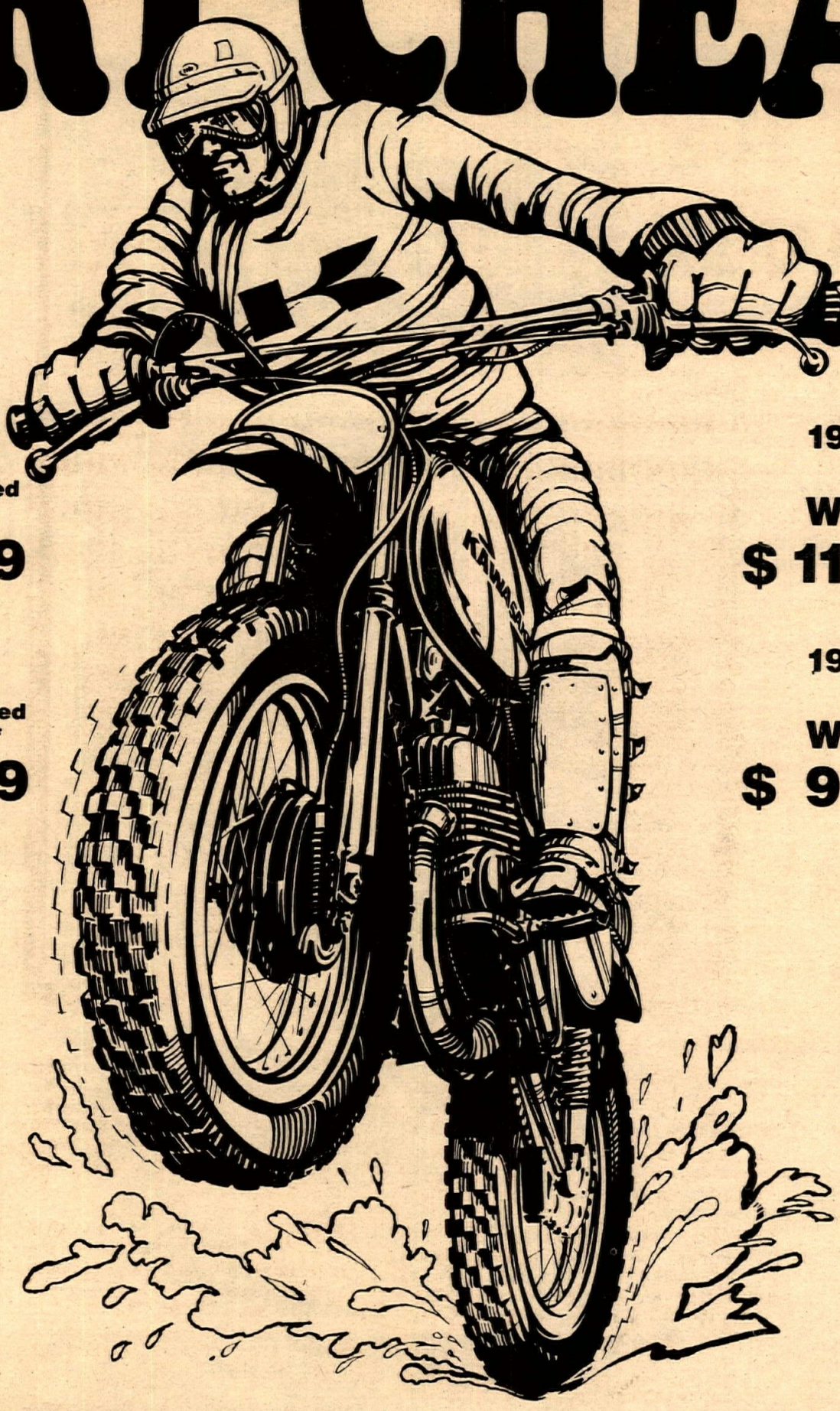
Encouraged by the success of their "Salute to American Motorcycling" road show, Harley-Davidson will follow up at Daytona this year with a whole new act, called "On Track." Focusing on H-D racing worldwide, the display will run Wednesday through Saturday during Speed Week at the Daytona Hilton.

Keith "Cheese" McCarty has left Tony DiStefano and Team Suzuki to work for Bob "Hurricane" Hannah and Yamaha.

DG will field a racing team this season on the National motocross circuit. Dave Taylor will race the 125, 250, and 500 classes; Mike Bell and John Tessitore will compete on 125s; and Gary Denton will stay home in the local 125 rounds and CMC races. Teddy Boyko (formerly with Myerscough) will wrench for the team. Boyko replaces Pat Alexander, who went to Suzuki to tune for Tony DiStefano.

The Continental Motosport Club (CMC) is planning a three-race, $10,000 purse motocross series in California. It starts January 23 at Sacramento Off-highway Vehicle Park with $5,000 cash, then moves to Saddleback Park in Orange January 30 with $3,000. The series finishes up at Helvetia Park near Rancho Cordova on February 13, with $2,000 cash. Call 714/557-3323 for details.

DIRT CHEAP



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GP Works Action

By Jody Weisel

It is a crime when a manufacturer allows his dealer network to fall apart. It is a crime when a top of the line producer fails to produce top-line equipment. Criminal proceedings in the form of slumping sales and dwindling outlets have already beset the world's most individualistic (and communistic) motorcycle brand. CZ has put itself into this situation through a tangle of red tape and internal bickering. On one side stands the old guard who believe that if the works riders (Falta, Velky and the old gang) can churn out victories on basically stock machinery then so can the weak, capitalistic punks of the degenerate West. On the other side stands the bureaucrats of the party who don't even care to send motorcycles to America when the masses of Czecho are in need of cheap transportation. And in the middle stands the motocrosser who likes to have a choice in what he can buy and not be limited to racers of oriental extraction. Boiled down to its essence CZ will either build a new machine in the next year or it will be "Czecho go home."

The amazing part of the whole sad mess is that they are not that far away from their competition. Psychologically the old comrades at home don't have it together, but here in America they are still pumping out good CZ's with Yankee ingenuity. American Jawa, the distributor, wants improved equipment and have even contracted American constructors to do modifying for them. The brightest hope for CZ is that there are still thousands of dyed-in-the-wool Ceske-Zavodny fans and even some dedicated shops.

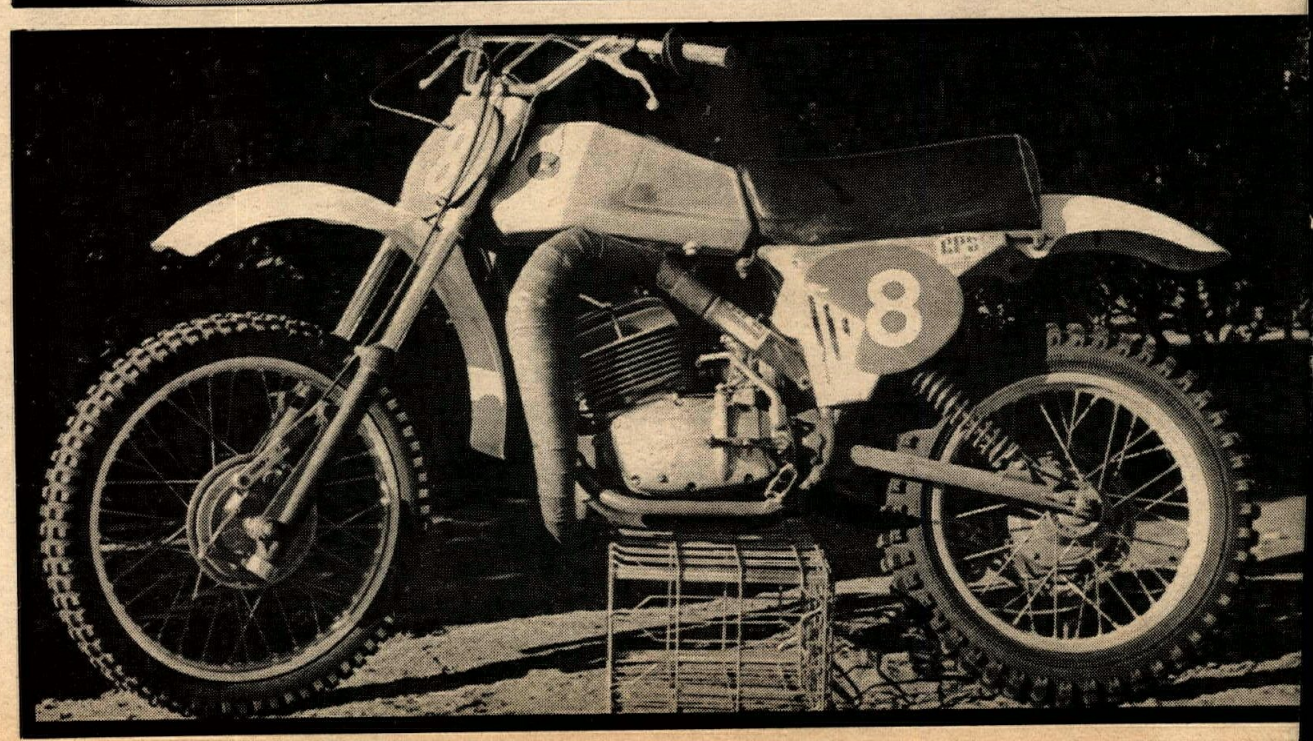
The brightest hope for CZ is thousands of dyed-in-the- wool fans . . .

Gran Prix Specialties, 1312 West Burbank Blvd., Burbank, California, is perhaps the most fanatical and dedicated group of CZ specialtists in the states and they have done what the factory refuses to do. Back in the homeland this operation could be incorporated into the production line within a month, but it would take four years worth of arguing and dogmatizing before it would be initiated. Until then consider the Gran Prix Specialties CZ250 and 400 to be an alternative to Swedish steel or Japanese flyers.

The Specialties Manifesto

Putting the power to the ground is what motocross is all about and CZ and four-strokes put more oomph per inch than any other machinery. The 400 engine has competitive power right out of the box, while the 250 needs a little help. GPS puts a heavy duty port job on the jug that moves the rev range up with the help of a Moto-plat ignition, then they bolt on a 36mm or 38mm Mikuni and special manifold to get the gases going. Carb size is largely determined by personal preference and riding skill. The bigger the better and vice versa. There are no fancy reed valves, just good straight piston port power, and conversely a simpler and longer lasting package.

The exhausts are carried away through an up-pipe that tucks neatly around the engine. Without the porting the pipe alone will release a lot of pent-up ponies on a stock engine. The up-pipe is a necessity because the frame and forks are going to increase travel well beyond where the old down-pipe went.



It's CZ if you try

Forget all about fork kits, long damper rods or air on the CZ. Grand Prix Specialties simply unbolts the stockers and puts them in the closet. In their place go Marzocchi, Ceriani or Maico forks. We tested bikes with both Ceriani and Maico forks and the difference in the handling is worth the effort. The front wheel sticks to the slick So Cal surfaces like an ice racer. Inside cuts in co-ordination with the motor's torque are sure passes on hard terrain and the plush nine inches of travel gobble up the rough soft dirt.

On the rear end the frame is cut up, welded up and jacked up. The result is longer travel, better feel and a geometry more in line with the long travel forks. Shocks of any make can be fit, but Gas Girlings, Works Performance and the new Luft shocks would all be good choices. We used Fox Shox with dual rate springs and once they are dialed in they can't be faulted in the technological war.

Proletariat racer

With the addition of Preston Petty rear and front fenders, GPS aluminum side panels and seat kit you have a machine for the masses of oppressed riders. First of all it works; believe it or not a 250 CZ can be made fast enough and the 400 already is. The CZ brakes are good now and were great two years ago. The new suspension soaks up the bumps, and the blessing of blessings is that lovely throbbing CZ power. While the Suzukis and Yamahas are burning rubber at eight grand the CZ hooks up from idle and moves. The disadvantage is that it weighs like a tank and you had better be in shape. The advtange is that it wears like a tank and will cost you the minimum racing expense for a year's worth of berm busting.

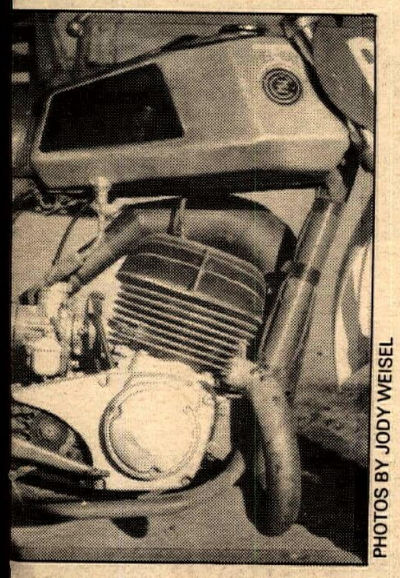
Yamahas are burning rubber at eight grand the CZ hooks up from idle . . .

Okay, what is it going to cost? A GPS 250CZ off of the showroom floor completely tricked out will run $1,195. That is less than $1,200 for the forks, shocks, labor and love. The 400CZ is only $1,295 and as it is GPS might be losing a little when time and care are added into the package deal. So you better hurry.

If you have an old Chay-Zed sitting out in the garage that is ready for the junk heap because no one will buy it from you then you have a pretty healthy investment gathering dust. Why not try and be a little different from the run-of-mill buy it off the shelf racer that shows up at the races every week. Take the old beast out of the garage and take it down to Grand Prix Specialties and they will go over it, work with you to build it up and stay within your budget. Every step in building the GPS GP bike is available separately at a reasonable price. Why wait for Czecho to release the always promised never-to-be delivered new bike when you can beat them to the punch yourself.

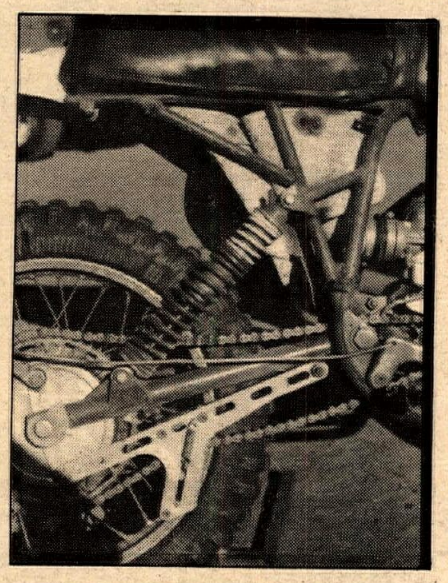
Who, where and wow —
Gran Prix Specialties
1312 West Burbank Blvd.
Burbank, CA 91502
(213) 846-4405

Forks (choice)	$230
Porting	$60
Up-pipe	$75
Side-panels	$24
Frame laydown	$55
Carb manifold	$11
Complete 250cc	$1195
Complete 400cc	$1295



PHOTOS BY JODY WEISEL

Gran Prix Specialties 250cc CZ motocross machinery has long travel suspension front and rear. (Opposite page) The front bike has Maico forks, while the bike in the background has leading axle Cerianis. The overall view shows the aluminum side panels, seat kit and up-pipe.
(Above and below) C's stick like glue to hard packed turns. (Left) Mikuni carb, special manifold and pipe make the engine potent. (Right) Bridge work for clean minds and rough ground.



Political lifeline

GOOD NEWS

New riding areas opened

Utah BLM district plans a bike trail

By Dorde Woodruff

After attending the dedication of the BLM's Little Sahara Recreation Area (CN May 25, 1976) I wondered what else the agency might be doing for bikers in the state. Public affairs officer Jack Reed told me about the Moab Slickrock Bike Trail, and the proposed Sand Pockets Bike Trail near Vernal in northeastern Utah.

Plans for the trail were initiated by Bill Civish, the former recreation planner in the district. He found a route on Red Mountain north of Steinaker Reservoir. The only way off the rugged mountain is through private land. The owner was approached in 1972 with negative results. In '73 Curt looked for an alternate route. There just wasn't one. In '74 he had to do other things. The summer of '75 came. He decided he had to do something, and found the shorter Sand Pockets route to the west of Steinaker.

The present ranger at Steinaker, Howard McKowen, the ranger before him, and the state Division of Parks and Recreation recreation vehicle (in Utah this means off-highway vehicle) ranger, Virgil Sparks, all provided input to the planning. The state will provide the trailhead and parking at Steinaker, also enforcement. In February a cooperative agreement with the state was drawn up, and sent to the Federal Solicitor's office in Salt Lake for the necessary legal approval, where it now sits at this writing.

Curt has scrounged to arrange for the trail to be built. Not much construction is needed, but that which is, is essential to route around the private land in the area. Much of it will follow existing roads, for instance a power line right of way. Curt will use a fire crew, between fires, for the trail building. They are allowed to do such work, which then keeps them in shape. He's found enough money for blasting one rock ledge, and will get used cattle guards. He hopes he gets the go-ahead from the Federal Solictor while he still has the fire crew.

I was lucky enough to ride the trail with Curt. He used one of the weirdest motorcycles around, the Rokon automatic Pioneer "utility vehicle," a sort of overgrown Tote-Goat the district uses for fence maintenance and like chores.

The trail has enough sand and hills that small-bore bikes are better not used. It goes through all the local Jurassic rock strata of 140 million years ago or more — unbelievable colored clays, red, maroon, purple, white and green. A way up the trail is an expanse of strange bumpy slickrock next to tiny red Morrison hills, to be an open play area as a change from the restriction of the rest of the ride.

The trail climbs a long slope on the Navajo. On top is good hard soil for going fast. Riding through so many formations, the visitor gets all kinds of variations in soil and terrain to practice riding; clay, soft fine dust, fine sand — and slickrock. Slickrock is the neatest thing in the world to ride; all kinds of traction, variations in slope, and no environmental degradation.

Sand Pockets is no place to go in the middle of a summer day. Spring and fall are beautiful, or early or late in the day in summer. Curt and I went in the middle of a slightly overcast July day. By the time the Enduro got stuck in dry clay hills a couple of times on imaginary parts of the trail, I wished to be elsewhere.

In the middle of the trail is a spur to one of Utah's amazing views, overlooking all the real estate between Vernal and the High Uintas to the North from sheer sandstone cliffs. Vernal itself stands out like a green jewel to the south. The view alone is worth the trip.

Although all BLM lands are at present open in Utah, Curt doesn't want use of the trail until he can get it built. Local riders do use the area, however. He doesn't want trouble with the private landowners. Hopefully he can go ahead this fall or at least for next year.

When it is open, use it! Steinaker State Park has got to be one of the best in Utah, a great stopover when traveling on US 40. Good camps, clean, swimming and boat launching are featured for $2 a night. The trail, about nine miles long, takes as much time to ride as you want it to. Go fast or take a lunch and enjoy the scenery. It's close to Flaming Gorge reservoir, famous for fishing and boating, and the river runs of the Green and Yampa, as well as Dinosaur National Monument.

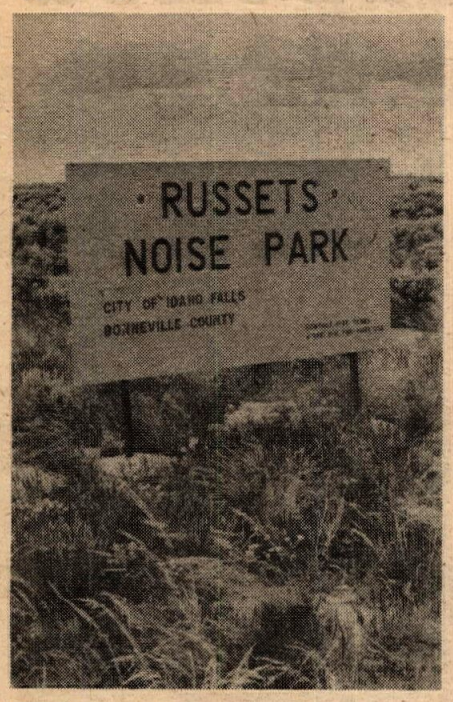
If the trail is well used and no major grossness occurs in littering, vandalism and riding off the trail, Curt will try again on the longer, more difficult Red Mountain trail, or one someplace else in the district. If bikers aren't that interested, or fail to respect the development, he'll work on river running or some other area of responsibility.

Talking to Curt gave me an idea of the complexity of the process of government development of facilities. I had talked to Larry Lee, the BLM state recreation specialist, about the process, gotten thoroughly confused.

Curt says he doesn't think anyone could understand it without actually working on it. He refers to the BLM as the biggest non-agency in the world, operating under 170 different laws.

I got the impression that in many cases when government officials tell you they can't develop a facility, it means that there's just no one there who wants to find a way.

(But at least in Utah, somebody apparently wants to try . . . Ed.) ●



What's a noise park and who's Mr. Russet?

By Dorde Woodruff

Idaho is one of the fortunate states, from a motorcyclist's viewpoint. The 1973 state legislature made available a portion of Idaho gas tax money for off-highway vehicle facilities. The Off-Road Motor Vehicle Fund thus obtained totals up to $300,000 per year. Clubs work with public agencies on projects, since it is not legal to give this money directly to private organizations.

The Russets Noise Park in Idaho Falls is one of the projects partially bankrolled by ORMV money. Current funding for the park is $25,000 from the ORMV, $27,000 from the city, and matching funds from the U.S. Bureau of Outdoor Recreation of $52,000. Thus the ORMV fund made possible a more costly project than could be achieved by any other means.

Long before this kind of money was available, the Noise Park idea started, several years ago, with the local drag racers. They bought 440 acres of sage and lava, never much use even for grazing, from the BLM for $2.50 an acre. Money for a drag strip was hard to find and the land would revert to the BLM if not developed within a reasonable time. The project was taken over by the Russets Lions Club (hence the name), the city, and also Bonneville County.

The early development of the park was a masterful example of civic-mindedness, cooperation, and scrounging. Two Lions led the project. Cliff Patterson, a dentist, is a member of state advisory boards and a motorcycle freak. Cliff knows how to get things done in Boise, the state capitol. Gene Evans, a trucker who directs the hauling of radioactive materials from nearby Arco, gave freely of his time as co-chairman, and he's not even a biker. The Russets put in muchissimo hours of planning, fund raising and work at the park.

(Continued on page 28)

BULLETIN
MORE INFORMATION!

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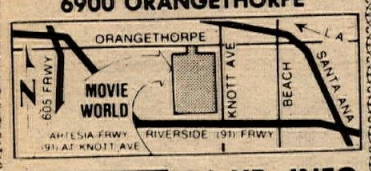

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Political

Good news

ORV Planning for Arizona's Forests

By Philip C. Briggs

"One thing you can count on, the Forest Service is not about to accept any sacrifice areas," mused Nancy, the cute little forester. We were standing next to a map of the Tonto National Forest, pondering the wisdom of the proposed ORV closures.

Looking at the map, the awful reality of what it portrayed sank in. Percentage-wise, they've only closed a small part — they've only closed the most popular riding areas near Phoenix! California, here we come. Is this the beginning of the end — or is there a way out?

"There's no need to sacrifice anything, but this plan is unworkable. You're either going to make violators out of honest but desperate people, or else cause them to move into adjacent open areas and start the cycle over again," I replied. "Why not handle these areas like the Prescott Forest did — close them to cross-country travel, but leave the existing roads and trails open. Most people are willing to ride on existing travelways, so you'd stabilize the situation at existing conditions."

"That might work, but I'm not the one you've got to convince — it's the District Rangers that are calling the shots," she countered.

"Yeah, and I know a couple that don't like motorcycles. Look here, on this District all of the jeep roads and washes leading down to the lake were left open to facilitate fishermen. Over here on this District, similar trails used by bikers were closed. The only thing they left open were roads the Forest grades!"

"I know," the forester at my other elbow joined in, "but that's the way it works. It's a matter of pressure."

Pressure. The land responds to pressure by eroding. Pressure from grazing, pressure from logging, pressure from mining. Pressure from ORVs. But somehow we're the ones that get taken to task. The ORV problem — executive order, regulations, ORV management plans, closures. It all goes down, and here I stand, sickened by the inevitability of it. What to do?

When this all started, I asked if the demand for a place to ride would be considered in designating areas. "Sure," they said. Did they? Not so you could tell. What they did was close those areas used the most — those ugly scars — to halt the damage. They considered only the current impact on the resource.

The Forest Service's efforts are summed up in the "Off-Road Vehicle Management Plan" for all national forests in Arizona. At first glance, the plan looks good from our viewpoint, with only 1,514,876 acres of the 11,350,806 total national forest acreage in Arizona closed or restricted to ORV travel. Vast areas of the forest (86%) are left open — as they always have been — to ORV travel. And nearly half of the areas now closed were areas that were already closed, such as wilderness, scientific, and natural areas. The kicker is that most of the newly closed or restricted areas are some of the most popular

lifeline

Bad news

and/or the nearest to the major metropolitan areas.

The Tonto National Forest has effectively closed some of Phoenix's favorite riding areas. Blue Wash, Sycamore Creek and the Rolls (see map) have been closed to cross-country travel, with only minimal roads and trails left open.

Blue Wash, north and east of Pinnacle Peak/Reata Pass, is used by a large part of Phoenix's riders. The entire area is a mix of private, State, BLM and Forest lands. The wash itself, part of the southern powerline and the Verde River are on Forest land. The proposal will leave "designated roads" open, but they've designated only a small portion of the roads, trails, and washes that are now traveled. The Blue Wash race-course is one notable closure.

Both sides of Sycamore Creek from above Sugar Loaf downstream to the Indian Reservation, as well as east to the Beeline, are closed with little besides the creekbed itself and the graded roads in the area "designated". The popular hillclimbing area along the lower portion of the creek is totally closed.

The Rolls, the area north of Sahuaro Lake, east of the Beeline and south of the road to Four Peaks, is closed, with only the main graded roads "designated". No access routes to Sahuaro Lake have been "designated".

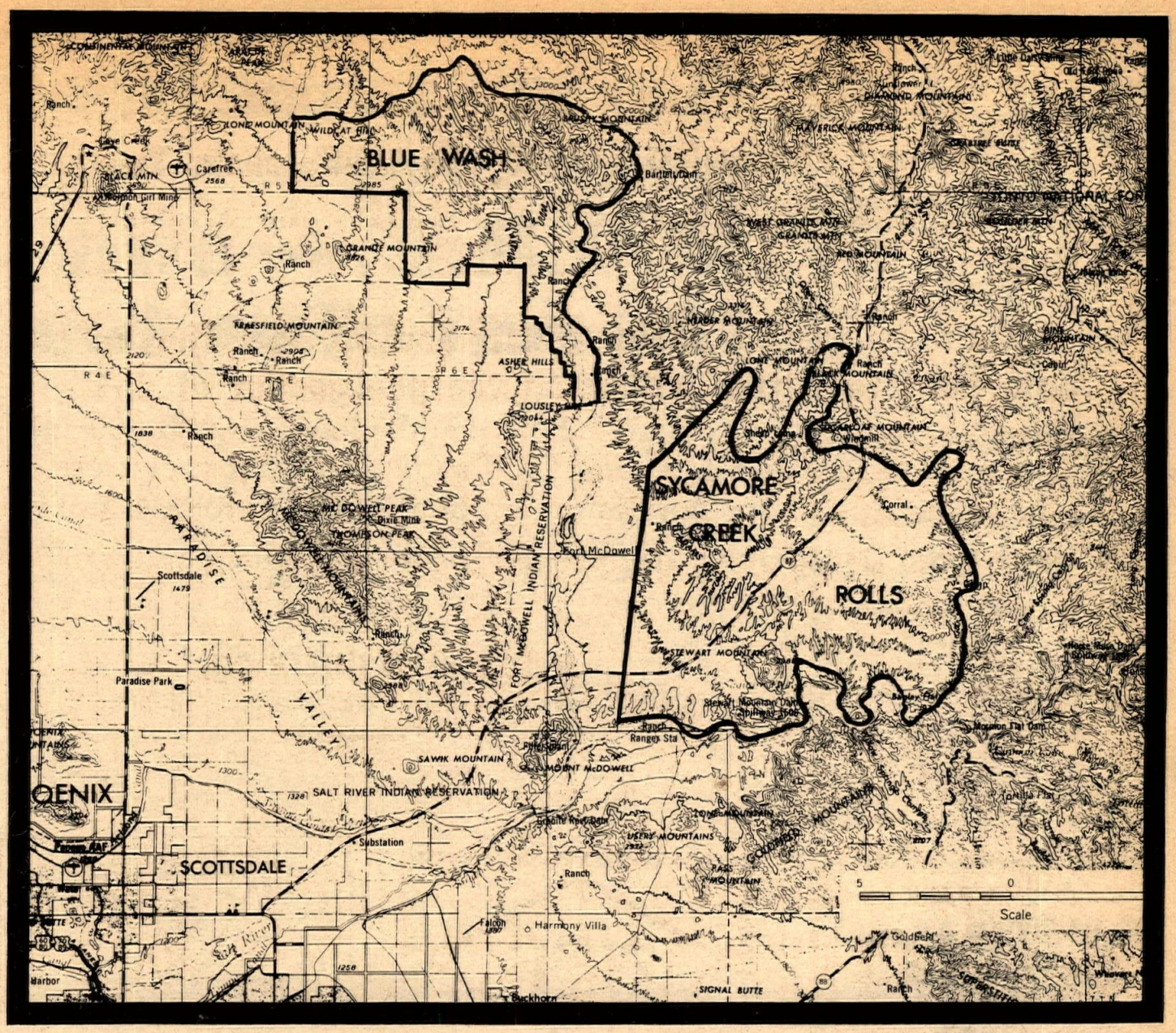
Notable closures in other areas of the State are some of the cinder cones northeast of Flagstaff and all of the Catalina Mountains. All trails in the Mountains are closed to bikes; in fact, the only thing "designated" other than the main roads are a few Jeep roads in the Oracle and Redington Pass areas.

Many of the riders that commented at the previously held open house noted that they would accept restricted areas where cross-country travel was eliminated, and roads and trails remained open. In all of the areas I've noted the problem stems from differences in what you consider a road and what the Forest has "designated".

The Tonto and Coronado Forests have been especially severe in this regard. A much better arrangement would be to accept the travelways now in use and try to limit further damage. This approach has been used on the Prescott Forest and small area on the Tonto, west of Bartlett Lake where cross-country travel is prohibited but all existing roads are open.

One more thing. These restrictions have been brought about by the irresponsible amongst us. Riding anywhere you damn well please in the remaining areas will result in more closures. Count on it. ●

Editor's note: This article appears too late for riders to comment on the initial plan; (our apologies to correspondent Phil Briggs for the delay in publication); and appears now to let riders know of the closures. Is there anything we can do at this point? Yes, there is a Forest Service appeals procedure, by which citizens' groups can appeal the decision of any Forest Service officer. The posey-sniffer news-sheets have already hinted that their closet lawyers will try to use the procedure against us; while the Motorcycle Industry Council (MIC) has alerted us that bikers can, in turn, use the appeals process in their own behalf. We are now gathering details on the process, which we'll publish ASAP. Meantime, you might start shopping for a biker-sympathetic lawyer or two.



Rhodes: "I'm going to do it my way"

By Lane Campbell

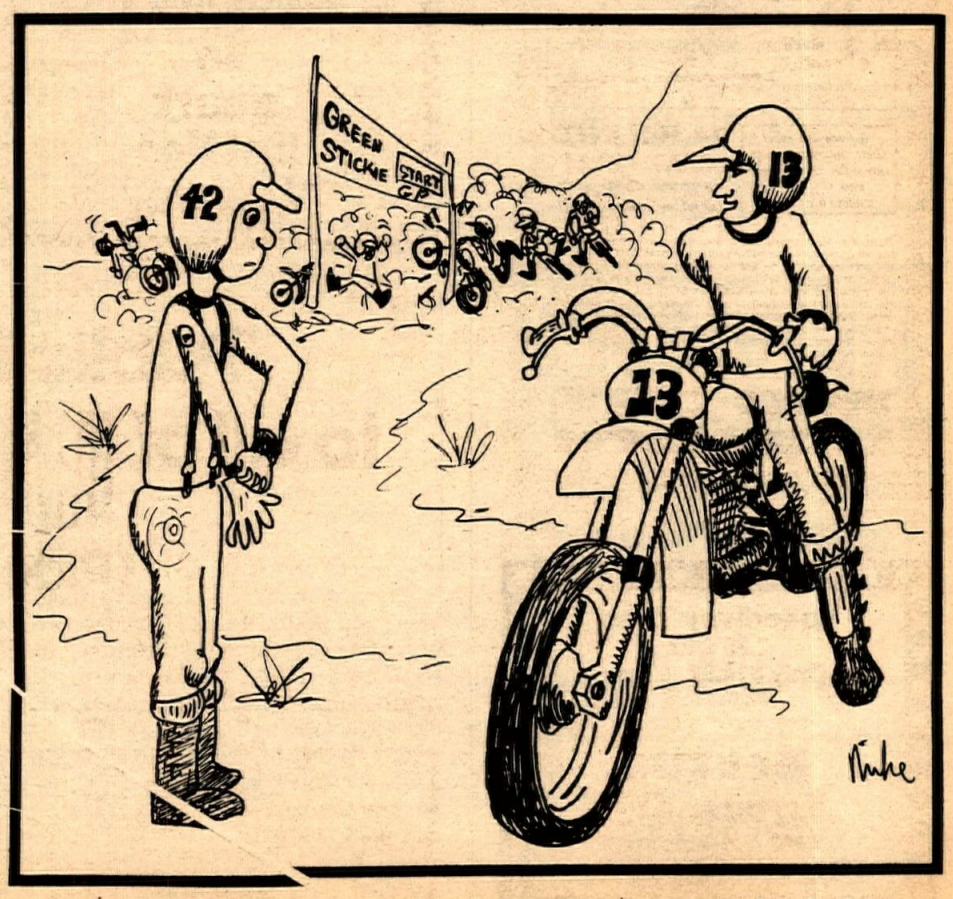
SACRAMENTO, CA, DEC. 18, 1976

In a face-to-face meeting with OHV leadership people (attended by Cycle News publisher Sharon Clayton), California State Parks & Recreation Director Herbert Rhodes gave his best impression of "Nixon at the breach," during the first such public encounter since the state audit of his department's activities became known. In his opening remarks, Rhodes termed Cycle News' articles on the OHV Fund scandal "inaccurate"; and the Auditor General's report "not fair to the public."

After a keynote address by Karl Schnetz — an aide to Assemblyman Eugene Chappie — Rhodes joined in a group discussion of backup material supporting the audit's findings, and heard Russ Sanford of M.O.R.E. propose steps to resolve the problems the audit had uncovered. Among those proposals: 1) Parks & Rec to request an appropriation of $1.5 million in reverted Bond Act Funds to apply towards a Los Angeles area OHV Park; 2) reduce budget and staffing at Hollister Hills; 3) establish a reviewing panel with representatives from the ORV-using public to approve certain charges to the OHV Fund; 4) reorganize Parks & Rec, trading off responsibilities with the current Dept. of Navigation and Ocean Development (DNOD) to create, in effect, two new entities, one responsible to preservationists, the other to recreationists.

After listening to these and other proposals, Rhodes re-stated his determination to go it his own way. He said that he would commit to three new motor recreation parks — one each for North, Central and Southern California, adding that he was sure of having $4 million for a project in Southern California. He stood firmly against cutting the Hollister budget or staff, claiming that the recently-reduced fees would bring attendance up to budgeted levels. He did, however, endorse the opening of the area to competition events. On other points, he pledged to "be more responsive in these matters." Apparently, the Department's accounting procedures are also being tightened up, more out of fear of losing Federal matching funds than out of concern for ORV enthusiasts.

In all, the meeting came off as just one preliminary bout with a set of tough-minded, skilled bureaucrats. Los Angeles area bikers may get a chance to see Rhodes and/or his henchmen in action closer to home by attending the scheduled hearing January 14 (see the latest Poop for details). ●



It's called an off-Rhodes race . . . everybody enters but nobody wins!

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An action blueprint for M.O.R.E. — and the rest of us, too

Off-road bikers could plow $35,000,000 into influencing California politics if they were to pool an amount equal to the state sales tax on their bikes and equipment. This is the assessment of an astute scholar, Professor A.E. Keir Nash of U.C. Santa Barbara; and it's a measure of the untapped power we've never used. If you want to make comparisons, that's seven times as much as has passed through our state's gutted OHV Fund since 1972; about ten times as much as the Sierra Club's national budget; and about ten times as much as Japan, Inc. spends for m/c advertising in this country.

We obviously haven't done it, which is one of the reasons Professor Keir Nash labelled us "an unnaturally weak interest-group" in his study prepared for the Los Padres National Forest. There are a variety of reasons for our unnatural weakness, but for the sake of argument, let's label them all as "excuses", buzz them, and start with a clean sheet.

We need a blueprint for a grass-roots organization — a framework which we can flesh out with our own bodies. The place to start is through the efforts of the hard-corps among us (who are about burnt-out) and progressively involve more and more riders, reaching out to all the people who've said, "I'm hot, I want to do something — but what?" Since I'm not in favor of trying to create some new organization out of thin air, let's pick on our old friend M.O.R.E.

Most of us already know M.O.R.E. as the brainchild of Russ Sanford, whose single-handed joust with the Sacramento windmill is an epic saga in its own right. Before illness and death in his family took Russ away for an extended period, he had inaugurated a system of M.O.R.E. local chapters as focal points for concerned bikers in their home areas. In the past year, several such chapters have established themselves, but the local chapter idea has yet to be exploited to its fullest potential.

Some chapters have attracted dynamic leadership and are quite active — a ready example is the Orange County chapter, which is setting up another M.O.R.E. Benefit GP for Saddleback, January 23. But all too often the call to that first organizational chapter meeting results in a couple dozen guys milling around in somebody's living room, saying to each other, "Well, we're here, we're organized, now what do we do?"

They manage to consume lots of beer, and potato chips. They may even get lots of letters written — but somehow the dynamism, the inspiration, the momentum that comes by moving from small victory to small victory never gets operating. And the membership quickly sinks back to the hard core of burnt-out but caring individuals.

This is not meant to badmouth or short-change the efforts of scores of hard-working, unsung bikers. But the truth is that the apathy barrier remains unbroken for the majority. It's a source of frustration to all of us, muckraking moto-scribes included. Like, after banner-lining the OHV Fund ripoff scandal for two weeks, I walk into a local cycle shop, mention the story, and four out of five of the customers at the counter say, "Huh? What ripoff?" We have a problem.

KAZANGO!

The key to understanding our problem is so obvious, we've repeated it to each other as an excuse so often, that we've lost sight of what it really means. "Everybody would rather ride than (_____whatever) . . ." Sound woefully familiar?

Now, instead of mouthing the empty words as an excuse, take them literally. Having meetings is not enough. Raising M.O.R.E. dues to $15 and kicking back $5 to the local chapters is a neat idea, and an absolute necessity; but taken alone it's not enough, either. Money alone doesn't answer the question, "What do I do?"

Consider, then, how the Sierra Club consolidates its gains "in the field." If you went to a planning meeting on the Santa Monica Mountains Parks, you found at the signup table a stack of Sierra Club fliers — Free, take one — that had a three-month calendar, weekend by weekend, of club hikes in each of the new parks. Each hike had a team leader, an information phone number, and a classification as beginner, birdwatcher, masochist, whatever type hike. Without commenting on the suction the Sierra Club has with Parks & Rec, can you see how they manage to get young, committed, active people involved right on the disputed ground? Hell, they even have "Singles Hikes" as an alternative to hanging out in bars!

Do you begin to see what the M.O.R.E. chapters can be doing? Each chapter might stake out an area of concern. It might be an area of nearby desert. It might be the nearest National Forest; or it might encompass several parcels of readily-accessible public land. The type of riding might be trials, or trail/enduro, or fireroad/flat-out desert. The possibilities are limited only by your imagination.

With your goals in mind, you'd begin leafletting local races, enduros, trials, and cycle shops with stacks of handouts. Each handbill would be a calendar of group trail rides — 25 riders or less in each — with a team leader responsible for each. A typical listing might read: "Oct. 10 — two 30-mile loops, Rand Open Area, Beginner/Novice trail. Team leader Joe Honda, Ph: (213) XXX-YYZZ." It would be up to Joe Honda to organize his own ride; as much or as little as needed — things like pooling vans, pooling gas money, deciding how much to assess each rider for common expenses, telling each caller where to meet. The purpose of the ride could be up to Joe. It could be a "Clean-up pre-ride" to pre-locate junk to be removed in a subsequent week's cleanup. It could be an "Environmental Impact Assessment," far more fun to do from the back of a bike, and get a couple dozen people talking eco-politics right on the spot, so they can have something of first-hand knowledge to draw from when they later go to write letters or attend meetings. Or it could just be a "Meet your desert" ride, something to teach a bunch of tyros desert-sense, while at the same time telling them, "This is what the Sierra Clubbers want to take away from you."

Starting to get the idea? Let's say you have a M.O.R.E. chapter with 25 active members. That means two times a year (at the max) each member would have the duty — deciding where to go, what to do, how to coordinate transportation and supplies, how to pay for it — and then doing it with maybe 12 to 20 other riders. Using the L.A. area as an example, there's three active chapters I know of for sure which could, each week, have three (or more) separate groups out in the surrounding public lands, doing something constructive, but most of all, riding their motorcycles and making the connection — *in their own hearts and minds* — between riding and political activity.

It's the sort of thing that can mushroom in the course of a single season, if it's done right. It can double and redouble the number of chapters already existing in the area, and widen the degree of rider participation like spreading ripples in a pond.

It can give us a personal store of ammunition to use in those inevitable hiker vs. biker confrontations — like having seen with your own eyes the few faint traces of the Barstow-to-Vegas course and comparing it with gaping open-pit mines on the face of the desert; tremendous clouds of dust blowing from plowed fields; the dark slash of Interstate 15 with all its commercial development, and putting it all into perspective.

It can give us a needed insight into where the bike-haters are at — like seeing ugly scars left by bikers past, and saying to ourselves, "Hey, they didn't have to do that . . ."

It can help us spot and turn in to authorities signs of vandalism, unmarked mineshafts, abandoned vehicles, existing trails that we think should be designated, and so on. This in turn establishes our presence with the authorities as a naturally strong interest-group. Maybe eventually our stacks of M.O.R.E. fliers can be sitting at a BLM or Forest Ranger contact station, right next to the Sierra Club's.

It all can come from getting increasing numbers of riders out in the land, riding with a specific purpose, riding with responsible leadership. And as long as it's kept to small groups, it's not an organized event. It also stays manageable for a team leader to handle.

Of course, Ol' Russ has yet to pass judgement on Chuck Clayton's earlier suggestion about dues, sharing, or on this one either. It's first of all his show.

But I hope Russ'll agree. We've come as far as we can on paper and in living rooms. For a biker, all the things we've been trying to say only begin to come together when viewed from the top of a bike. That's where our untapped potential lies. And all the time we've been sitting on it. ●

Lane Campbell

VOICES OF THE WEST

Mitch Mayes' Mom & Dad

There just aren't enough words to thank the friends and fans for all their thoughts, cards and flowers. Our special thanks to the Huntington Beach Club members who found Mitch and to Rescue 3 who were so extremely careful in getting him safely to the hospital.

Your continued support will help brighten the days ahead. Again, thanks from the bottom of our hearts.

MR. & MRS. MAYES
Palmdale, Calif.

OHV fund ripoff

After reading about the OHV Fund ripoff, I was fried. The evidence should be compiled and presented to an attorney. The person responsible for the mismanagement of our tax money should be prosecuted. Discrimination against OHV owners is outrageous.

I tell someone that I race motocross, and they put me down and say I'm crazy. Yet they're all for football. I'm an Expert and the worst I've done is sprain my shoulder. I can't say as much for my friends who have wrecked their knees and ankles permanently.

I live in the Lodi-Stockton area, and we need an OHV park badly. The police have dirt bikes and chase riders on canal banks, but the problem is we have no place else to go. The closest place to legally ride is 40-50 miles away. What can we do to let them know that the hundreds or riders in this area need a park?

GEORGE CHEATHAM
Lodi, Calif.

The quickest and easiest thing you can do is write Calif. Parks & Rec at P.O. Box 2390, Sacramento, CA 95811 and tell them of your needs. What's harder is staying on their case and following through. You might also find your state legislator's local office, trip down and tell him (or his aide) that you and the other riders pay into the OHV Fund and have got nothing. The more of you that do it, the better . . . Ed.

Super-tire comparison

The following portions of my Super-Tire Comparison Test were omitted in the #50 issue (Jan. 4th) of Cycle News:

1. Individual "contact patches" from all 19 tires in the comparison (as requested by CN editor Lane Campbell).
2. A complete statistical breakdown of all the different tires compared (including tread width, tire weight, diameter, construction, etc.).
3. A brief explanation of the term "Aspect Ratio" including a diagram.
4. A brief breakdown of the speed ratings (S rating is 113 m.p.h. maximum, etc.)
5. A complete listing of both the average *and* the fastest lap times for all of the tires in the comparison.
6. A "suggested retail price" breakdown *and* graph for all of the tires in the comparison.
7. A complete list of all the manufacturers and distributors that participated in the comparison and offered the needed encouragement to see it through.

So far I have received phone calls from readers in several states regarding the tire comparison. In each case the readers wanted information that had been omitted from PART 1. Some of the callers expressed concern that parts two and three might be "edited" in a similar manner or fashion.

I share the same concern.

R.B. CROSSMAN II
Pomona, Calif.

Part Two of the comparison appears this issue. This part was assembled with Crossman's help to avoid further problems . . . Ed.

The new John Steen

In the December 14 issue, the article on DRA's Team Race, you said Craig Kinnaman's partner was John Steen. Is this the famous John Steen who owned Steen's, Inc. and was number one 250 in desert racing somewhere around 1963?

My dad is Neil Fergus, number one 250 (Desert) in 1965.

DOUG FERGUS
Cedar Pines Park, Calif.

No, the DRA rider is about 24 years old, and no relation . . . Ed.

Make it last longer

I am an enduro freak and am sad to say that your coverage of local enduros stinks. Don't be so sparing of paper and ink. Try to get a few more words down about the stories and a few more pictures also. I like to read your paper during the week when I can't ride and would like to see something about the enduros I ride in. It makes the thrill of riding last a little longer and that's what it's all about, right?

CHUCK DOCKREY
Reseda, Calif.

Right! . . . Ed.

Scott delivers

Two years ago I needed a twin carb head for my short-rod Triumph race motor. After numerous long distance phone calls around the country, I found out that there were none to be had in the U.S. at that time. As a shot in the dark, I called Gary Scott. He said that he had one. When I asked him how much he wanted, he replied by asking what they sold for. I informed him that retail was about $120 and he told me to send him $60. I said, "that's fine, but could you do me one more favor, could you drop it off at Axtell's shop for me?" He said yes. Two days later I picked it up from Axtell and I had just mailed the check that morning.

Try calling Kenny Roberts to get a OW72 head. Fat chance!

DANIEL SCHMITT
Chicago, Ill.

Thanks, you two

Our son was injured at the recent DRA Team Race held at Adelano, California.

We wish to thank two young spectators for being so kind and took time to locate us and to return Kirk's motorcycles.

Kirk is going to be find and back on the track in a few weeks.

MR. & MRS. RON PERKINS
Tehachapi, Calif.

Apologies to Pat Richter

The November 16th issue of Cycle News West contained a feature article which I wrote on Pat Richter. The purpose of the article was to make readers more aware of this fantastic young man who won the Support Class at the Superbowl earlier this year and was the top placing non-fully supported rider in the Trans-AMA Series for 1976.

Pat had received partial support from Ted Lapidakis of KTM Imports in the west. Pat said he hoped to ride KTM again next year, but because most AMA Nationals and Trans-AMAs are held in the east, he was finding it financially difficult paying the expenses when racing in the east. Since KTM Imports and Penton Imports sell the same KTM motorc ycles, I suggested myself in the article that Ted Lapidakis get together with John Penton so that Pat could get complete support on the AMA circuit for 1977.

Unfortunately, because of my article and its suggestion, Lapidakis terminated his support of Pat Richter. My sincerest apologies go out to Pat Richter and mechanic Chuck Tannlind for the trouble I caused them, though I know Pat shouldn't be left hurting for a ride for long, and my deepest regrets go to Ted Lapidakis.

JIM GIANATSIS
Biloxi, Miss.

Keep California green . . .

In January, about ten of us are leaving Iowa for 20 days to camp and ride in the desert. What kind of problems are we going to run into concerning "Green Stickie" registrations, CHP hassles? What about temporary permits?

JAMES C. JOHNSON
Lamoni, Iowa

The law says you must have a California driver's license and registration if you live here more than 30 days and/or take a job here. You guys will be OK under the letter of the law, though that's no guarantee you won't be hassled by some cop who doesn't like your looks. Watch your speed on the road, as the CB net doesn't work here like it does further East. Also, the bears have ears, which is actually a blessing if you ever need help in the desert . . . Ed.

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Super-tire Comparison

Part II — All figures that Part I

Bob Crossman came up with far more data during his Phase I track test than appeared in the previous installment. The problem was space and time.

In Part I we charted the tread wear factors observed for each front and rear tire in the comparison. Another graph depicted original hardness values. The Part I text mentioned lap times and rider impressions, but much of the charted data from which the text was drawn had to wait until this week for publication.

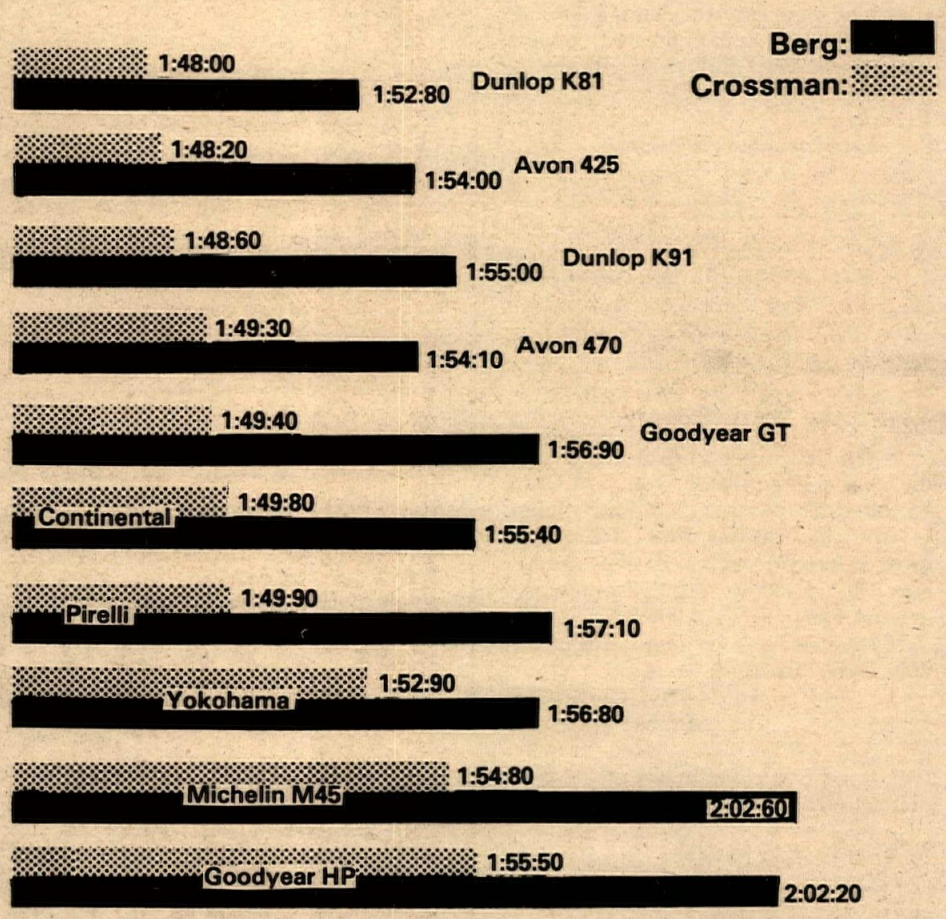
What confused many readers was a "points summary" showing how the tires had stacked up so far. Realize, first, that this was an "interim" scoreboard — wet/dry skid pad performance and on-road tread life have yet to be compared.

The chart did little to tell you how we arrived at the point tallies. Bob Crossman and Denny Berg chose a number of factors they felt were relevant to race tire performance, and then rated each tire (or tire pair) on a scale of 1 to 10. The "Speed Factors" were the lap times (charted here). Since they were taken two ways (average lap time, fastest lap time) by two riders, that meant that a tire pair could earn as much as 40 points on lap times.

Tread wear was also scored four ways (front center, front edge, rear center, rear edge); so a 40-point max was also possible on the basis of tread wear under racing conditions.

Finally, since real people have to spend real money on racing equipment, we ranked the tires according to price — front tires and rear tires ranked separately — so 20 points could be earned under "Price Factors." Taking the values together, we've attempted to answer all at once the question: "How much does it cost, how long will it last, how quick does it go?"

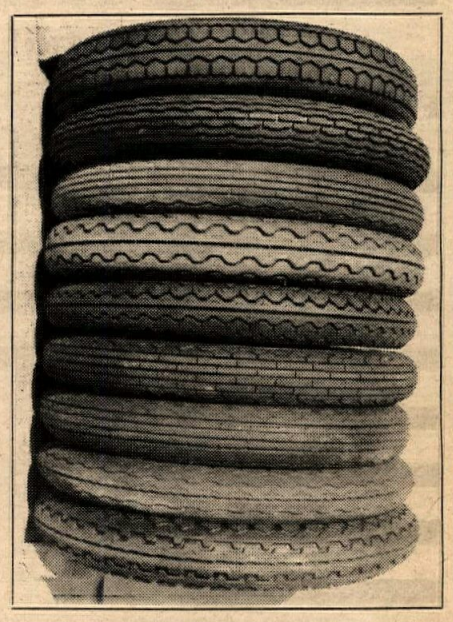
Average lap times



Conclusions

By Bob Crossman

With the first part of the Super-tire comparison complete, it is clear that Avon and Dunlop lead the pack in points scored. This running points total will be carried into Parts Three



Fastest lap times

Crossman:

K81	1:47:80
K91	1:47:90
Avon 425	1:48:00
Goodyear GT	1:48:60
Avon 470	1:49:00
Continental	1:49:00
Pirelli	1:49:10
Yokohama	1:51:40
Michelin	1:52:60
Goodyear HP	1:54:80

Berg:

K81	1:51:00
Avon 425	1:53:30
Avon 470	1:53:80
K91	1:54:60
Continental	1:54:90
Yokohama	1:55:00
Goodyear GT	1:56:20
Pirelli	1:56:80
Goodyear HP	2:00:40
Michelin	2:02:60

Part I points rundown

	Center Wear Rear Tires	Edge Wear Rear Tires	Center Wear Front Tires	Edge Wear Front Tires	Retail Pricing Front Tires
Goodyear G/T	8	4	7	5	7
Avon 425	7	8	6	10	8
Pirelli MT-18	5	10	4	9	2
Michelin M45	5	9	10	8	4
Dunlop K91	10	7	5	4	3
Yokohama	4	5	8	4	10
Avon 470	6	7	6	10	8
Continental	5	7	3	6	9
Goodyear H/P	9	7	7	6	6
Dunlop K81	3	6	9	7	5

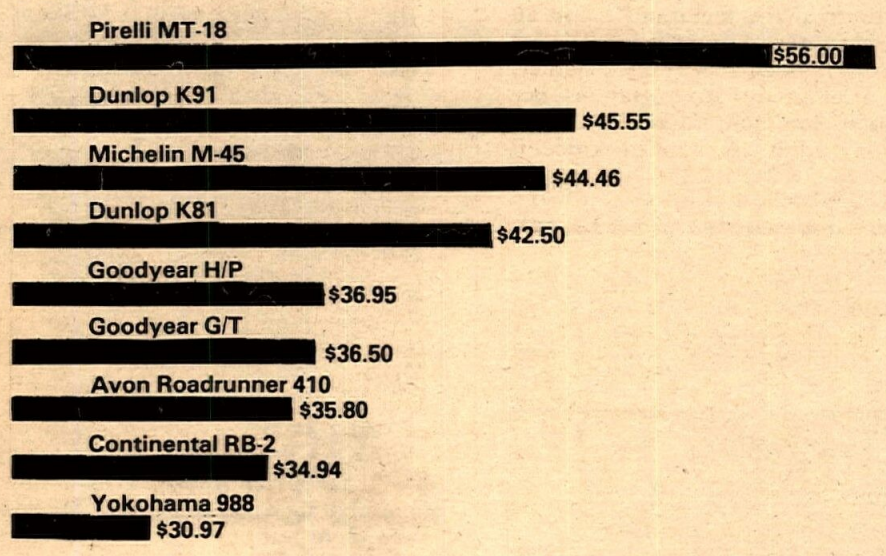
the facts & didn't fit in

and Four. Racetrack ability isn't the only criterion for choosing a particular brand or size or type of tire. Wet weather ability and mileage potential are but two areas that really need to be explored when deciding where to spend your money.

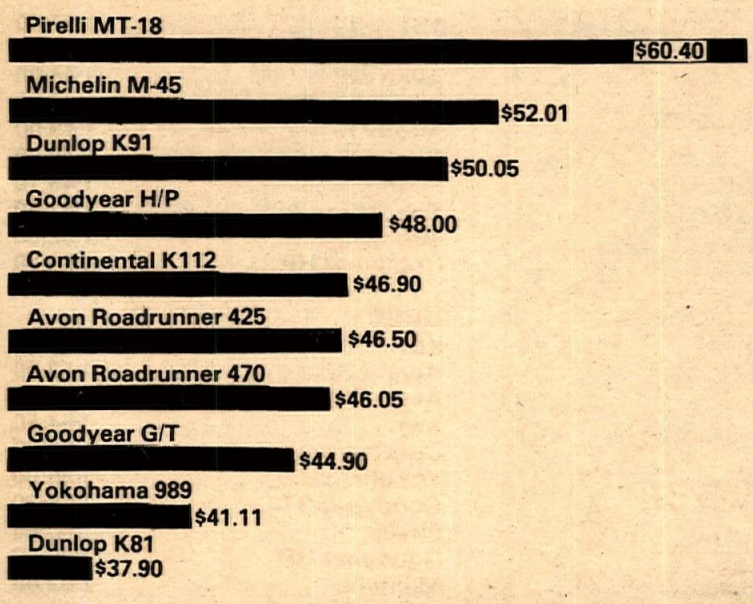
In Part One of the Super-tire comparison I have tried to establish how the different tires handled under extreme (racetrack) conditions. By charting price, speed at the racetrack, and wear, we hope to establish a baseline for Part Three of the comparison. We will be monitoring the overall tire wear throughout the entire test. Part Four will include useful information such as tire carcass profiles, tread footprints, how rim width affects tire footprints, and how rim width and aspect ratio affect the way your roadburner handles.

Retail pricing

Front tires



Rear tires



Retail Pricing Rear Tires	Average Lap Times	Fastest Lap Times	Totals
8	10	11	60
6	18	17	80
1	7	7	45
2	3	3	44
3	15	16	63
9	8	8	56
7	15	14	73
5	11	11	57
4	3	3	45
10	20	20	80

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Gloria Carter Spann:

The president's biker sister is a remarkable lady

By Gary Van Voorhis

The Sunset Drive-In Theatre is about five miles from Plains, Georgia. It attracts a good deal of business since it is the only one in the area. The weekend double feature could have been billed as a Washington preview. The movies were "Capitol Hill Secretaries" and "Congressional Playgirls."

Plains was just another dot on the map until Jimmy Carter gave it more notoriety than it has ever known; a fact that most of the townsfolk are both proud and displeased with in the same breath. One grizzled oldtimer termed the town "a darn carnival."

It is easy to see why. Ever since people stopped saying "Jimmy who?" and started asking directions to Plains, the town has gone from election fever to presidential fever with an epidemic now of souvenir fever to feed the steadily increasing stream of the curious.

The town, all 683 folks, one policeman and the cluster of stores huddling alongside the railroad tracks is not all like that. There are, however, some crass examples of corn pone commercialism like the 15 foot tall peanut complete with giant "Carter" smile on the porch of the railway station/election headquarters that is probably the town's most photographed object. For those who wish to get a little closer to the Prez and want to know all the secrets of his background, there is the official $2.50 tour where by you are whisked around to all the important places in a Dodge van while listening to a taped trivia presentation.

Behind this plastic facade lies perhaps the only bastion of sanity in the town: Billy Carter's filling station. It isn't hard to find since it is the only filling station in town. It isn't hard to remember either, because it looks like it might just have been there since the advent of the horseless carriage. There is, however, *the sign,* which informs one and all that this gas station is "Billy Carter's." It appears to be Billy's concession to the big time; a freshly painted and neatly lettered information object which is out of place in Plains as the conglomoration of license plates that adorn the vistor's cars.

Having been told to stop at the station for directions, we pull in. It is an experience, a monument to time gone by. Inside, out of the rain and the wind are five or six people young and old, black and white, passing the time pitching nickles. There isn't much else to do. "Watching tourists is a poor sport on a rainy day in the middle of the week," says one of the on-lookers of the game, "but come back on the weekend — especially this weekend 'cause Kissinger will be here and you can really get an eyeful."

Bill Carter isn't there, another person says. He's working, taking care of the Carter family peanut business (the town abounds with the name Carter on buildings, offices and vehicles). Billy has become a sort of folk hero to the straight media. He works hard and when the day is done he heads for his filling station with a mighty thirst which requires a rapid quenching. The station serves as the unofficial town tavern.

A friendly man in his early twenties who is pumping gas while the others keep on pitchin' unhesitatingly gives us directions while eyeballing the mags on the Biker van. "Y'all take a right at the track crossin' and keep on straight 'til you come to a place where the road forks. Take a right and look for some big plowed fields off to the left. When ya see them it'll be the first house on the right."

Fields spotted and directions duly noted, a white house with screened-in porch appeared on the right. A wisp of smoke stealing from the chimney was immediately lost in the grey of the noontime sky and the rain. Nearby stands a barn and a couple of other buildings holding a tractor and farm implements while a big green farm machine of some sort waits forlornly in the rain for its next call to duty. Walter Spann, it appears on first glance, is a farmer with the odds on that he raises peanuts.

* * *

"Walter and I thought you might be a little late when we saw the weather getting bad. The door is open, so you come right on in when you get your things," the president's sister greeted us. Unknown at the time was the fact that Walter had been ready to split for the barn until the "press" left, but Gloria persuaded him to stay. "I told him you must be okay since you had a beard and were wearing a Bell Helmet jacket, " she said later.

Walter, resplendent in what appeared to be brand-new bib overalls, eased into a very comfortable looking leather chair as Gloria, followed by her two dogs, chose the corner of the couch closest to the crackling fireplace.

"What do you want to know? The letter that I wrote to ABATE has turned out to be somewhat of an embarrassment in that I mentioned where Walter and I go when we're in Daytona for Motorcycle Week and apparently copies have been passed on to a number of publications. I really don't want any publicity. You ride, you can understand. We don't want

our pictures all over the place because once you [the media] do that then we won't be able to go riding where we want, when we want anymore without being hassled.

"You know what is really nice?" Gloria continued. "We were in Florida on Labor Day and someone noticed our license plates and asked where in Georgia we were from. I said Plains and they asked if we knew Jimmy Carter. I said yes and they thought that was pretty neat. That was all there was to it.

"On election night when Jimmy began to appear the winner we got calls from our riding friends asking if we were still going to be going to Daytona. Later we got a call from our friends in Florida wanting to know the same thing. To those people we're just plain Walter and Gloria and we'd really like to keep it that way."

* * *

Because of the press, media, and more press now surrounding the president-elect and his family, and because Gloria Carter Spann didn't know me from Adam (although she did know of the paper and Walter does subscribe to Easyrider), she had called the presidential press secretary and told his assistant of the impending visit. The mere mention of the words motorcycle and motorcycle press to the guy probably set off an alarm. He boldly formulated a plan (my opinion) of the-less-you-say-the-better-off-you-are - and - don't - answer - any - questions-with-specifics.

It was understandable. The period between now and the January 20 inauguration is strictly transitional and no one has any authority to make statements which might be construed as policy.

"One thing I can say," Gloria continued, "is that I have been assured by the press secretary that I will be made aware of the appointments to certain legislative positions in which I am interested and that I will be able to make my views known to those people.

"I think that Jimmy's administration will be a good one and that motorcycle legislation will be handled with an eye toward the rider and his freedom rather than left in the hands of those not familiar with motorcycling. I believe that there will be more direction toward a rider's rights rather than legislation for the sake of legislation.

"It's rather absurd to think that even as his sister I could further the cause of motorcycles and helmet legislation with Jimmy. The job of being president is so monumental that there will be a million other things he should be thinking about. He is, however, well aware of the AMA and ABATE from our conversations."

One more point in the motorcyclist's favor is that Jack Watson, the head of the transition committee and chief Carter head-hunter (responsible for finding capable people to fill administration posts) is an avid road rider (BMW) and Gloria's good friend. He is well aware of her views. In the course of the conversation other people were mentioned who might be Carter appointees and are bikers. Also brought up was the fact that although president-elect Carter is not a rider, his three sons are, as well as vice president-elect Walter Mondale's son. In all there will be more two-wheel power around the White House than ever before. That it will be put to use still remains to be seen, but the chances are good. Certainly one helluva lot better than ever before.

* * *

Some people wear colors because they belong; some because they want to belong and some for other reasons. Gloria has a set and the reasoning behind them is quite interesting. As she tells it they came about one day after a conversation with a park administrator. The park was posted with signs stating "no motorcycles allowed." She was assured that the signs didn't mean riders like Walter and herself, just "those other riders." Not one to take an incident lightly where she feels the rights of riders have been infringed upon, Gloria fixed herself up a set of colors and rode through the park. Later the signs were removed.

Discrimination against motorcycle riders, not only by the helmet laws, but by campgrounds that will not admit bikers and other such instances irk her quiet demeanor. Daytona Speedway also comes under fire from Gloria for establishing the infield "parking" fee charged for motorcyclist's bikes and an incident a few years back where Speedway officials came through what was then known as the free campground and made those camped there buy a grandstand ticket. Walter and Gloria wouldn't miss Daytona on a bet, but you'll never see them at the track.

* * *

We head outside and click off a couple of pictures while the rain continues steady and relentless. Afterward we cross the lawn toward the barn and the shed where Gloria and Walter keep their bikes. Walter raises the makeshift door unveiling three bikes. One is in retirement, but the other two are ready to roll.

Gloria's bike is an orange Honda 500 decorated with butterflies on the tank, chrome dammit bars and a sissy bar with a peace symbol. The peace symbol led to her being called a "damned commie" by some friendly anti-biker once.

Walter proudly displays his orange Harley 74 which has a solo saddle, ("I like riding my own bike," said Gloria. "The trouble is that you see very few women who do ride."), a radio and saddlebags "which are good for a couple of six packs."

"I've got another bike in the barn if you'd like to look at it," said Walter. He led the way into the barn past a gentleman so intent in his work on an inner tube for what appeared to be a tractor that he hardly looked up. "I got the bike (a Kawasaki Z1) from a friend who had an engine kit put in it when he was out in California. She's so powerful that she wants to spit you off when you get on the gas even easy. It'll smoke the rear tire with no problem and will really fly."

Kicked over, the bike let out a scream like a banshee from the unbaffled exhaust and the tach needle flew to 10,000 rpm again and again. It was easy to see that Walter liked the hell out of that bike and the knowledge that it would blow anything in Plains in the weeds. Still, he was camera shy. "Nope, no pictures."

Later on, back inside while engaged in conversation, Gloria (again Walter said no) consented to a few more pictures while she sat on the couch near the fire with her dogs on either side. Suddenly she spied my glass of Coke. "I've got to put that glass on the floor. Some folks might think I've taken to drinking bourbon and Coke or something like that and that's not true because I don't like liquor (pause) but I do like Schlitz."

Now I'd bet a few people in Plains might think it strange that a couple in their forties would take up bike riding just for the fun of it and ride whenever and wherever they can. They might even be called eccentric. The thought didn't bother Walter. "Eccentric? I don't know. I guess some people might think that around here. Hell, that's their problem. We're enjoying life. Isn't that what it's all about?" Right on, Walter. ●

Carter Fisher AMA #146

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(Above) Whaley's off to a good start; (below) Expert Greg Lersch, the dead tree, and that tricky climb.

PHOTOS BY LANE CAMPBELL

ITA Trial "Old Home Week"

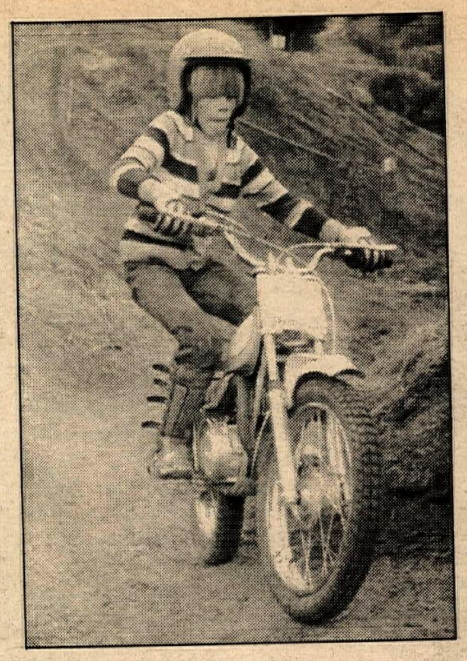
By Lane Campbell

ORANGE, CAL., JAN. 2

Whether it was to put the final cure on 1977's first hangover, to get the winter juices stirring, or just to settle all that holiday food, people who'd not been seen in SoCal trials for months or years showed up for the season's first ATA points run. Folks like Martin Belair, back from a working internship at the Montesa factory in Spain, Jeff Koskie, who's been living in Colorado, even Steve Graham, who's hardly been on a trials bike since ruining his shoulder over two years ago — it was like old times in the Expert class. And just like old times, too, was the Expert final results — Marland Whaley first, Bernie Schreiber second, Mark Eggar third, with Marland and Bernie both under 10 points for four loops.

With a little spitting rain just tacking down the soil, it was a relatively easy, fun trial. Gene Fradette drew compliments from several observers for laying out a set of traps with carefully planned camber sections and turns — reasonably rideable and safe, but just deceptive enough to draw a point or two from the good guys.

The one really tough Expert/Amateur trap was Eight — a down-and-up loop into part of the Mick Andrews gully. Nine wasn't bad, with a nice photogenic cambered rock slab climb by a dead tree. The good guys in each class rode 'em like freeways; in fact, some of the combined-class traps had as many entrances and exits as a freeway, but fortunately, well marked (Novices this way, Beginners that exit, Seniors over here, Gas/Food/Lodging down there).



Though there was no Kids class as such, there were plenty of youngsters mixing it with their elders as Beginners and/or Novices.

Everybody boogied in well under the time limit with an eye to the sky, afraid that if the heavens really opened up Saddleback would be closed in mid-trial. But not this time. Good riding and supremo traction

Mike Lauxen made Novice this day with a one-point Beginner ride (Beginner? It almost seems that kid was born riding trials). Tim Ziegler soundly beat a double ration of Novices; Duane Foland took a close amateur win over Mark Webster

Mike Griffitts, testing out a pre-production prototype Bassani silencer/spark arrestor on his 348, was fifth Expert, three points behind Martin Belair. Funny thing about the 348s, guys coming off of 247 Cotas are all saying, "Boy it really takes getting used to the new scooter; it's almost got too much horsepower." And the gymnastics they're using to keep the front ends loaded while under throttle have to be seen to be believed! ●

Results in Results Section.

V.O.T.E. free trials

By Cosgrove Gilmore

GORMAN, GA. DEC. 12

The price was right, so about 20 starters showed up for a Valley Observed Trials Enthusiasts (VOTE) club trial near Gorman. The trial, open to anybody who showed up, was free, as was the school held in the morning.

Derreck Bernard posted a clean ride to win the Novice class, blatantly displaying his ATA No. 1A Kids plate. Ken Mullins journeyed down from Bakersfield and took second, dropping just four markers, Ichabod Inman debuted his new 250 Sherpa to take third. W. McKelrey topped Bob Lindquist in the Beginner class. S. Bjonlie led the juniors, dropping 22 points, while Shirley Fish finished both first and last in the ladies class.

The big deal after the trial was the moto-ball game — eight enthusiasts kicking each other in the shins while attempting to avoid totalling their Sherpas in the process. Bernie Schreiber's Kwik Kickers scored first, but John Strasser's Pele Plonkers tied the score. The deadlock remained until general boredom concluded the match.

Cal riders test Phoenix track

By Lisa Lawrence

PHOENIX, AZ., DEC. 12, 1976

Top California riders Andy Faust, Jerry Stewart, Corki Moore, Curtiss Johnson, Kerri Paulson, Carl Paulson, and Terry "Tuna" Turner along with David King, Dave Anderson, Marc Metzer, and Ed Wallet from Tucson came out to try and beat Phoenix's best. They didn't, but the competition was really close. Tuna Turner came close to placing in the top five in the 250 Expert class but instead he chose to take a sample of the good Phoenix soil. Carl Paulsen fell in practice and hurt his back bad enough so that he had to be taken to the hospital to have it checked out, although he was back to watch and enjoy the races. Corki Moore was having troubles getting himself and the bike to work together and get into rhythm. The riders from Tucson did pretty well, especially David King who raced in the 125 Amateur class. He placed first overall.

Reid, Turner fly while Bimbo bombs

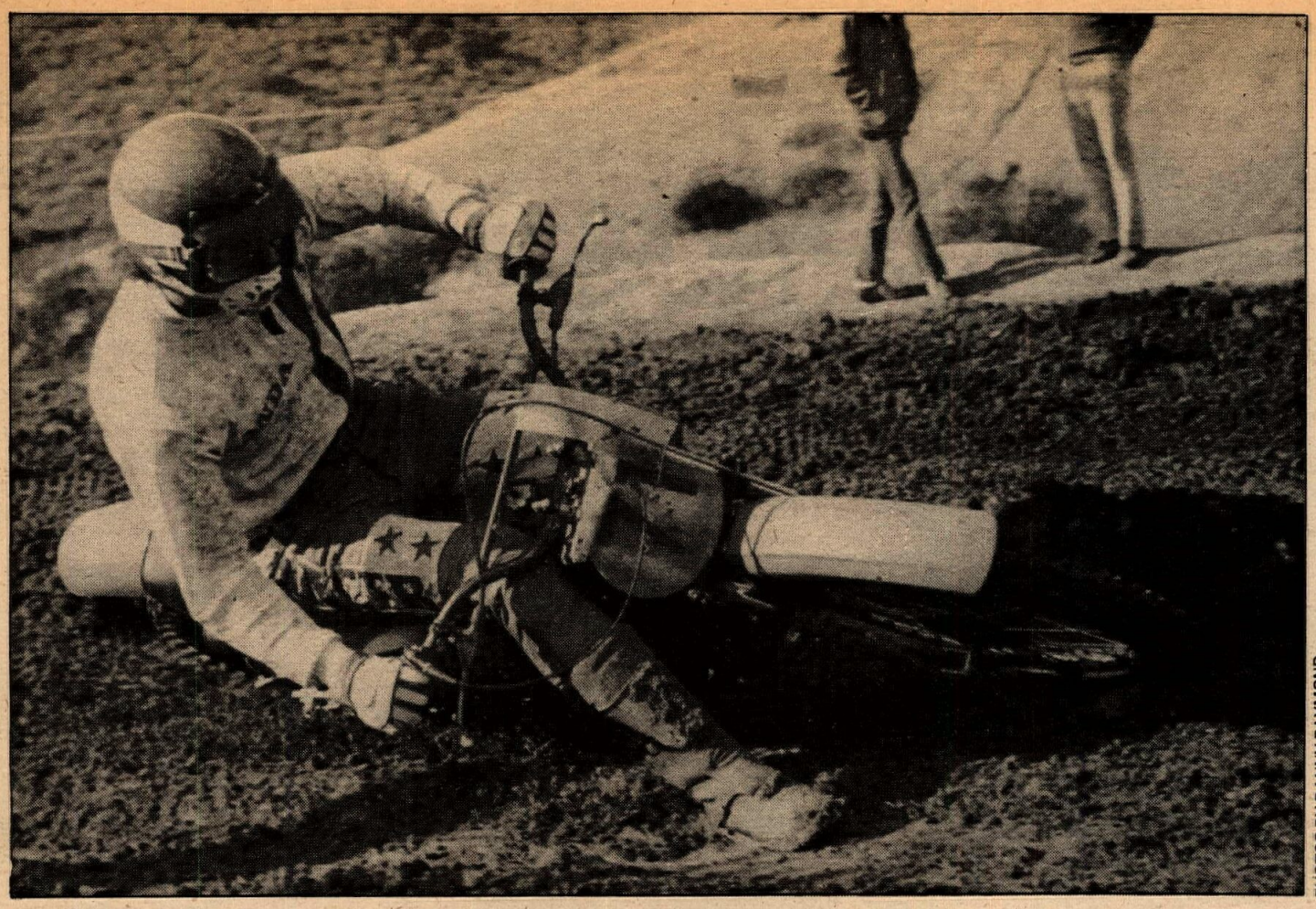
By Danny Raymond

ORANGE, CA., DEC. 18, 1976

FMF's Honda ace, Warren Reid, flew to yet another 125 Pro win during Saturday's 40-minute motos. Warren's nearest competition came from Honda mounted Tony Wanket and Warren's teammate Cliff "Beaufort" Lett. Wanket and Lett split second positions throughout both motos.

Scott Gilman rode his Orange County Cycle's Yamaha to a well-deserved win during the Open Pro rounds. Scott's win didn't come easy though, he was constantly being pushed by Richee Collins (KTM) and Maico mounted Dale Anderson. Signed up as "Merle Anderson," for some reason or another, Honda's newest super star , Jim "Bimbo" Pomeroy was quickly identified as he motored his Type 2 Honda around Saddleback's track. Bimbo seemed to be having trouble getting used to his new mount as he pulled out of both motos, after some heavy dicing with Ken Morgan (Suz).

During the 250 Pro action, Wheelsmith's Montesa pilot Jon Derhammer opened up the first moto with an early lead that was soon eaten up by FMF's Ron Turner. Once Turner saw daylight there was no chance on taking hs lead away. Meanwhile, Val Tamietti, Clark Jones, Jim Doman, and T.J. Warren all made their way past a troubled Montesa of Jon Derhammer. These four got into a battle for second that



PHOTOS BY DANNY RAYMOND

Jim Pomeroy, aka "Merle Anderson" getting to know his new Honda ride.

Jon Derhammer pounds Ron (39) Turner Dec. 18 in the 250 Pro race at Saddleback.

lasted throughout the entire moto, all the way until Clark Jones made his final pass by Val Tamietti for the runner-up position, behind long gone Ron Turner.

Derhammer again holeshot the second moto while Radical Ron quickly made his way by for the lead. Derhammer soon pulled off with bike problems, allowing Val Tamietti, Clark Jones, and T.J. Warren into another battle for second. As the moto came to an end, so did Tamietti's second spot, after Warren made the final move on Val and went on to second overall. Clark Jones followed Tamietti to the flag in fourth position.

Results in Results Section.

Canyon's first mini race

By Lisa Lawrence

PHOENIX, AZ., DEC. 19, 1976

Canyon Raceway sponsored its first event for minis and were those boys ever excited! The kids were to race three motos with six laps each. First place of each of these classes would receive a three-foot trophy.

In the Experts' first moto, Scott Reddell got the holeshot and pulled so far ahead that there was no hope for anyone else. The Amateurs got off to a good start with Philip Lawrence pulling the holeshot, but he was soon passed by Mike Erwin. The two boys had a nice battle going there for a while, but when the checkered flag flew it was Lawrence.

As the second moto started again with the Experts first, it was Drey Dircks' holeshot but he soon hit Canyon's treacherous double jumps wrong and came to a screaching halt. Lucky for Drey that he wasn't hurt, but his mechanic was unable to get the bike running again, so Drey had to sit the rest of that race out. Mark Meredith didn't seem to mind that though, seeing as when Drey fell that moved him up to first and that was how he finished the moto.

Amateurs were off again and so was Philip Lawrence as he holeshot for the second time that day. As the race went on though so did everyone by Lawrence. With Erwin on his tail again, Philip just couldn't keep him back there. Then from third came Bobby Downey, but he just didn't stop at second place, he went all the way for first and kept that position until the end of the moto.

Alas, our third and final moto wasn't as exciting as I thought it would be, seeing as a lot of the boys either had bike problems or else they just weren't feeling strong. Mark Meredith had no trouble this time pulling the holeshot and there he stayed for the whole race and (much to Troy Blake's dismay) that is how he finished overall, followed by Troy and then by Bret Bellett. ●

Results in Results Section.

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DANNY RAYMOND

David Williams, 125 Pro aviator at Saddleback Park Dec. 12.

Action Ayers and Jeff Vidic roost on the rest

By Danny Raymond

ORANGE, CAL., DEC. 11, 1976

Sweet Duck Suzuki's Jeff Vidic hopped aboard an Open Suzuki and went on to take first overall during Saddleback Park's Saturday Open Pro MX action. First moto, Maico mounted John Ayers jumped out in the early lead with Mark Van Camp (Mai), Richee Collins, and Jeff Vidic nipping at John's rear. John showed what he had learned during this year's Trans-AMA series and put smoke on the first moto. Van Camp fell victim to a hard charging Mike Yorba as the pack thinned out. Then Collins' KTM flew south, sidelining Richee for the rest of the day. Yorba went into second place, only to drop his Suzuki and get up in fifth. Then Mark Van Camp held second for a while until he met the rooster tail of Jeff Vidic as Vidic flew past Mark and into second position. At the flag Ayers took first, Vidic second, and Ken Morgan third after Van Camp's Maico spit out its spare spark plug.

Mark Van Camp took an early lead of moto two until the second lap when Jeff Vidic came rocketing by. Vidic ran away with the second moto, leaving John Ayers following in a very distant last. Mike Yorba made second and held it throughout. At the flag Ken Morgan, Mark Van Camp, and John Ayers followed Vidic and Yorba in that order.

FMF's Ron Turner took today's 250 Pro race with ease after making a clean sweep of both motos . Ron's competition came from second overall Clark Jones (Suz), and third overall Val Tamietti (Mai). ●

Results in Results Section.

$1,000 AMC MX

By Danny Raymond

ORANGE, CA., DEC. 12, 1976

AMC's monthly $1000 purse motocross was highlighted by many of southern California's hottest Pro racers. Among these was 125 Pro overall winner Warren Reid, who flew his FMF-prepared Honda to a clean sweep throughout both motos. Warren's toughest competition came from teammate Radical Ron Turner and Yamaha's Broc Glover.

During the first 250 Pro moto Gary Ogden pulled off the holeshot aboard his Al Baker Suzuki while Ron Turner (FMF Suz), Suzuki's Jeff Jennings, and Bill Rubley (Mai) raged in the hottest pursuit. Ogden's lead was quickly eaten up by Turner and slow starter Greg Robertson (Ossa). Robertson was trying every move on Turner, but Turner's riding style was enough to hold off Robertson to the checkered flag. Jennings made his way into a very comfortable third, ahead of Ogden and John Smith (Suz).

D&G's Dave Taylor (Yam) opened up the second moto until, through the second turn, he hit the dirt and let his lead go to T&M's Danny Turner (Hon), while Jennings, Ron Turner and John Smith dodged Dave Taylor. Danny Turner slowly started to fall off the pace, allowing Jennings, Turner and Smith to go for the lead. Ron Turner was giving Jennings a good battle for the lead until nearly halfway through the race when his throttle started sticking, slowing Turner badly and finally forcing him to pull off. This left Jennings to ride away with the moto win. Just as Mid-Valley's Greg Robertson worked his way up to John Smith, his Ossa shed its rear brake rod. Greg tried desperately to catch Smith still, but just couldn't do it and finally dropped back to fifth, behind Jennings, John Smith, Bill Rubley and Cole Brothers' Tim Lunder. ●

Results in Results Section.

Gripsters at Ascot

By Maureen Lee

GARDENA, CAL., DEC. 5

The Gripsters hired Ascot Park Sunday for a sportsman scrambles and suddenly we had an abundance of TT riders. Would you believe three heats in classes like the 250, 500 and Open Experts? Riders are so used to riding motos they'd nearly forgotten how to go for it in a progressive program!

The Sidehacks Association was there with 14 rigs . . . they're the Group the District 37 Sports Committee tried to 86 for "non-support" recently . . . and as always provided the best show for the spectators . . . still say the winning Honda of Jimmy Stevens/Bob Sanner sounds exactly like an Offie . . . Mike Parti bent a valve. Last moto Stevens/Sanner were leading when behind them, Bart Crandell/Jerry Dennehly (Tri) really shut the door on Loren Immken/Mike Nelson (Yam) . . . causing quite a bit of excitement with Immken running over rear wheels and bouncing around in general trying to open up the door again . . . whee!

Jeff Buckner (Yam) from Salinas was having a real ball winning the 250 Novice Main although one slide through the esses no doubt gave him a thrill . . . and fellow Salinian (?) Keith Day took care of the local 250 Amateurs.

There were several new 500 TT Yamahas and they look much improved over the first year's issue. They're fast . . . 500 Novice Pete Krznarich won his heat on one . . . and there in the same heat was . . . I couldn't believe it . . . a Greeves Griffon ridden by motocrosser Mark Overt . . . extr'odinry! And in the 500 Expert go Jim Redding had turn one wired better than the others although it was top Pro Novice Eddie Lawson who won it. Other pros brought in the first and second in the Open Expert. Bob Sanders took it with Danny Hockie second. Third was sportsman Steve Miller, then John Sprague. Two 500 Experts dressed in Hateley Enterprises colors were having a real ball, Justin Rible and Pat Coghlan. One rider who shall remain unidentified forgot the cardinal rule of Ascot "thou shalt not shut off in turn one" and caused a bit of a pile up behind him when he did. And we can imagine how Dylan Neihart felt when he dropped it right in front of the whole pack entering the esses and they all missed him!

And the "fun" guy for the day? It was Lost Angel "Rocket Man" Frank Herning riding around in the Open Novice class, whiskers blowing about in the wind. For some of you guys who questioned why the Gripsters had to cut those last few races short . . . if you knew what the tab would have been if they had just flipped the light switch on, Whoo-ee! ●

Results in Results Section.

Last Chance Enduro

The Last Chance Enduro loop got a bit —ah, physical, in spots.

By Larry Langley

CHARLIE'S WAGON WHEEL CAFE, CALIF., DEC. 4/5

Bultaco Rep Mike Hannon claimed the District 37 Number One Heavyweight plate with a second overall finish in the California Enduro Assn's annual Last Chance Enduro. The high finish for Hannon was important as a number of riders were in position to claim the top spot if Hannon made a mistake. He didn't and good thing, for Husky-mounted Tom Spurlock won his seventh enduro out of the last 14 he's entered, sweeping into second-place for the year. Spurlock zeroed the course (two days, over 21 checks!) edging out Hannon for the win by *one* second. And that's at *three* tiebreakers! Talk about close. The other rider to zero the course was Team Honda member Jay Tullis on his MR-175 (slightly modified). Jerry edged out KTM rider Gordon Dickson by just 20 points.

Over 300 riders were on hand Saturday morning as the first riders left Charlie's Place, a favorite pit area for years past. The first loop was relatively easy but mileage errors on the second and third checks had the riders confused for awhile. Dust turned out to be a major problem as the trail turned to silt. Riders knew they would be back over the same trail backwards on Sunday and weren't looking forward to it.

The second loop was considerably harder than the first, much to the chagrin of the C riders. The loops (three each day) were laid out to be progressively harder but most riders agreed the second loop was tougher in terrain and speed averages. The CEA didn't figure on any zero scores; but also didn't figure on how pumped the riders were for this enduro.

There were a whole bunch of zeros Saturday night leading to intense speculation on who could win. Sunday's route schedule was studied very carefully in hopes of figuring out where the tough sections were. Riders with a good knowledge of the country and a good memory had a slight advantage. Mike Hannon had the advantage of blinding speed over the toughest terrain. It didn't look like there was any section that could put him down in points. His competition was hoping he'd burn a check. He almost burnt one of the tiebreakers, but managed to trials-ride in on time. Sunday's backwards course was indeed tougher because of the extreme dust in spots. It was tough mentally also as the riders in contention knew one little mistake would put them out of it.

Last year's winner Tom Getzfrid was doing well until he broke a throttle cable on his TT-500. The bike comes with a dual pull/pull system but unfortunately for Tom the wrong one broke. He messed around with it for awhile and finally came up with a solution. He switched ends on the carb. However this made the throttle operate backwards. Instead of turning the throttle towards him, Tom now had to turn the throttle the opposite way to make it work. Sound easy? No way. It's extremely awkward. Tom made surprisingly good time, but ended up losing 53 points.

Another old enduro salt came out for Sunday only and ended up in the hospital when he got off the course and ended in a ditch, Motorcyclist Magazine editor Dave Ekins was testing a new Yamaha IT-175 when the mishap occured. Dave suffered a severe concussion and some back problems. When he woke up in Ridgecrest Hospital he asked where he was. The nurse told him. "Again?" was his reply. He's been there before.

Montesa team member Dave Evans stopped to help Ekins and lost almost an hour before continuing on. Dave will receive a special Sportsman trophy from the CEA for his unselfish act and well deserved too. Dave was in the top ten going into the enduro and gave up all chance of a good finish.

Larry Woodruff took a fine seventh overall, first B on his Yamaha TT-500. Larry is trying awfully hard for the transfer to A. He may have just made it. Another B rider to sneak into the top ten was Bob Mandic (Yam 400) at tenth overall. First B 250 was M. Dawkins (KTM) at 29th overall. For B riders it was a big bike course. First C honors went to T. Parker (410 Hon) on his big four stroke. Parker dropped 24 points — a fine ride on a tough C course (two loops each day).

Last but not least a special mention to Doreen Portner who rode all three loops both days for first woman honors. Doreen will carry the Number One Women's plate and has deserved it. Doreen rides an XL-350 Honda, which probably outweighs her two to one. Incidently, Doreen would qualify for the new Senior Enduro Class next year so she ain't a spring chicken. She just rides like one. ●

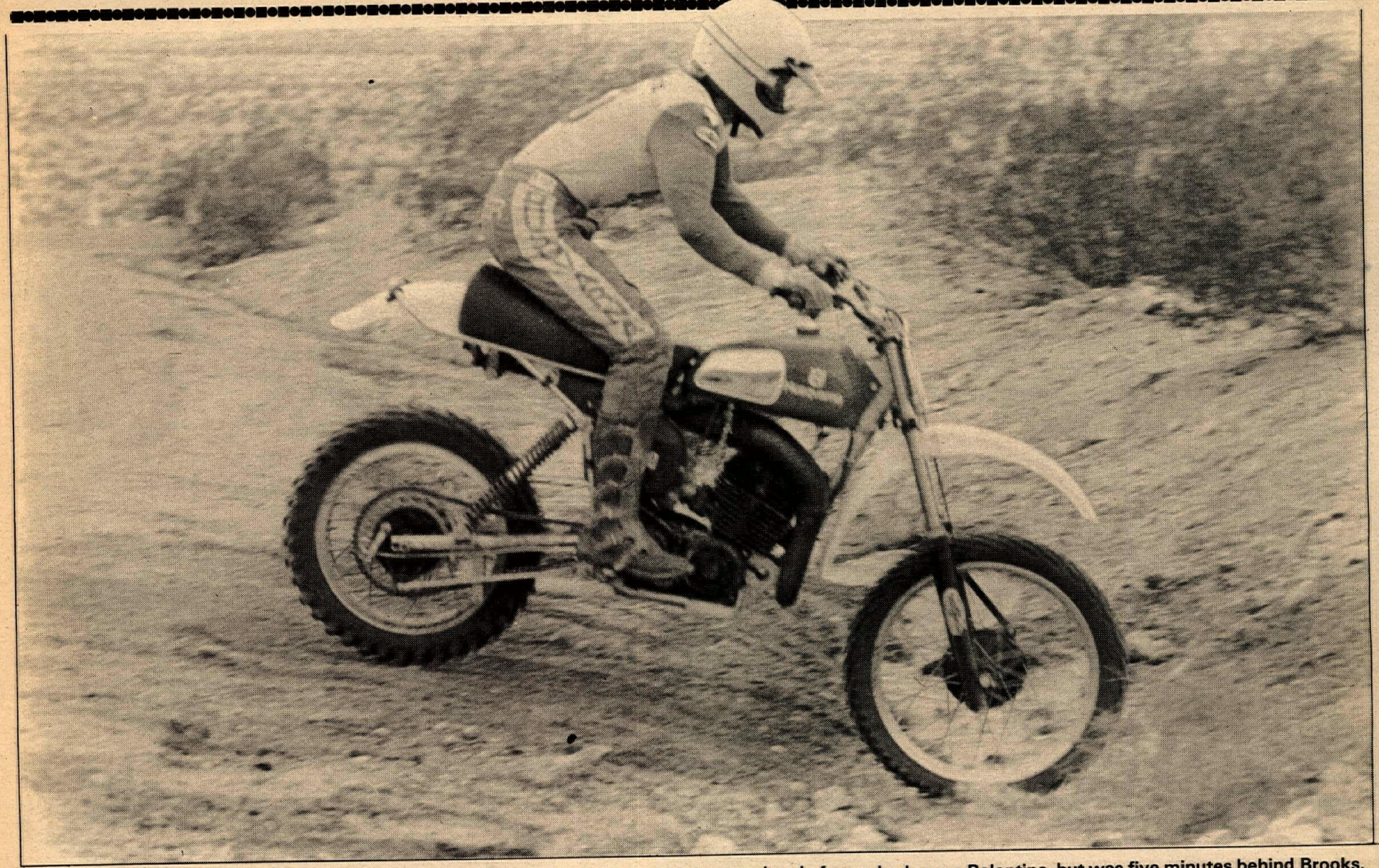
LAST CHANCE: 1.Tom Spurlock (Hus), 2. Mike Hannon (Bul), 3. Jay Tullis (Hon), 4. John Townsend (KTM), 5__ Punk Wilson (KTM), 6. Larry Langley (Hon), 7. Larry Woodruff (Yam), 8. Gordon Dickson (KTM), 9. Bob Steffan (Bul), 10. B. Mandic.

D37 Enduro Standings:

HEAVYWEIGHT: 1. Mike Hannon, 2. Tom Spurlock, 3. John Townsend, 4. Larry Langley, 5. Punk Wilson.

LIGHTWEIGHT: 1. Jay Tullis, 2. Jerry Counts, 3. Gordon Dickson, 4. Don Nelson, 5. Ron Wells.

DESERT — Tom Brooks wi



Larry Roeseler, shown here crossing a rare desert stream, finished more than 20 minutes ahead of everybody save Balentine, but was five minutes behind Brooks.

By Dale Brown

CALIFORNIA CITY, CAL., JAN. 2

Tom Brooks (400 KTM) won the Pennzoil/DRA "20 Mule Team Parkway 200." As has been his style for several past races, Brooks led the 165-mile event for the duration.

Rains dampened the 41.2-mile course to the point that it was virtually dustless. Since the lead at the smokebomb was thus a less precious commodity, Tom picked it up at that point.

Seven miles into the course, racers went down a large downhill. Behind Brooks at that point were: Larry Roeseler (390 Hus), Bob Balentine (400 KTM), Mark Zoller (250 Yam), Tom Kelly (250 KTM) and Cordis Brooks (250 Bul). Between the downhill and the point where the course hit the pavement a couple of miles from the finish area, Zoller dropped out and Cordis Brooks dropped back.

Balentine was moving up on Roeseler (who said he was geared too low) on the pavement when Bob seized, sending him into a maneuver worthy of top-caliber speedway riders before pulling in the clutch. Kelly got past Bob there and past Roesler as well when the latter highsided in a ditch right after the pavement ended.

The first loop ended with Tom Brooks holding a substantial lead over Kelly, Balentine and Roeseler, these three staying fairly close together.

Al Baker (410 Hon), Bill Saltzman (400 KTM) and Phil Stumbo (400 KTM) came through in a pack for fifth through seventh. But Stumbo had already seized once, and he seized again twice, coming to a halt. Baker and Saltzman continued to duel; a duel that would last through the rest of the race.

Brooks continued to maintain his lead on the second loop, while Roeseler moved from fourth to second. Part of the gain was made easier when Kelly crashed. Balentine got passed in the same place he'd been passed the previous lap.

Through the latter half of the race, Brooks opened up a five-minute lead over Roeseler, who was able to gain a slight lead over Balentine. The first three finished about 20 minutes in front of the fourth-place finisher. Brooks' time for the 165-mile race: three hours, 30 minutes, despite falling on the first loop and tweaking his forks (He got up from the fall, got going and then later stopped to fix the forks, all without losing a position.).

Fourth went to Nevada's Scot Hardin, who admitted that he found it hard to keep up with California riders at the start. Running tenth at the end of the first loop, he moved up to seventh on the second loop and to sixth on the third loop. Interesting point: Hardin carries tools, food, and "enough matches to set every bush between here and Cal City on fire" in a beat-up jacket, just in case of emergency. Mike Johnston (400 KTM) finished the first loop right behind Hardin and stayed there for the remainder of the race, finishing fifth.

Baker and Saltzman had been running fourth and fifth throughout much of the race. On the third loop, Saltzman came up with a flat rear tire and had to have the tire and tube changed. Baker carried on for the next half of the fourth loop, only to have his rear tire come up flat. That was where Hardin and Johnston passed him. Baker finished sixth, with Saltzman next. Another interesting point: Baker's four-stroke was the only bike of Japanese origin to finish in the top ten (and this despite the fact that Al broke his collarbone the first weekend in December).

Doug Winchell (400 KTM) ran as high as fourth before losing his rear brake; the replacement time dropped him to eighth. The long string of Open Experts was broken by Ron Irby (360 Hus), the first Amateur. Irby led the Amateurs all the way; three crashes didn't affect his position.

Only one 250 cracked the top ten and it belonged to Amateur Bill Tarling (Hus). The first 250 Expert was right behind him: Monte Lee (Yam).

Tim Plant (175 Yam) won the 0-200 class with a 12th overall. Plant had been pursuing Brad Henson (175 Yam) when Henson lost his shift lever. Plant helped look for it, but it wasn't to be found.

The Duncan brothers, Scott and Riley, dominated the Novice class. Riley (370 Suz) led until he destroyed his front wheel and limped into the pits. Scott (250 Suz) was the only one to get past and he remained in the lead to finish 13th overall. Riley had the front wheel replaced and finished close behind his brother as first Open Novice. Jeff Wilson (250 Suz) finished third and made it a clean sweep for the Foothill Cycle Accessories team. The next rider to finish was the small-bore Novice winner David Kinshella (125 Suz).

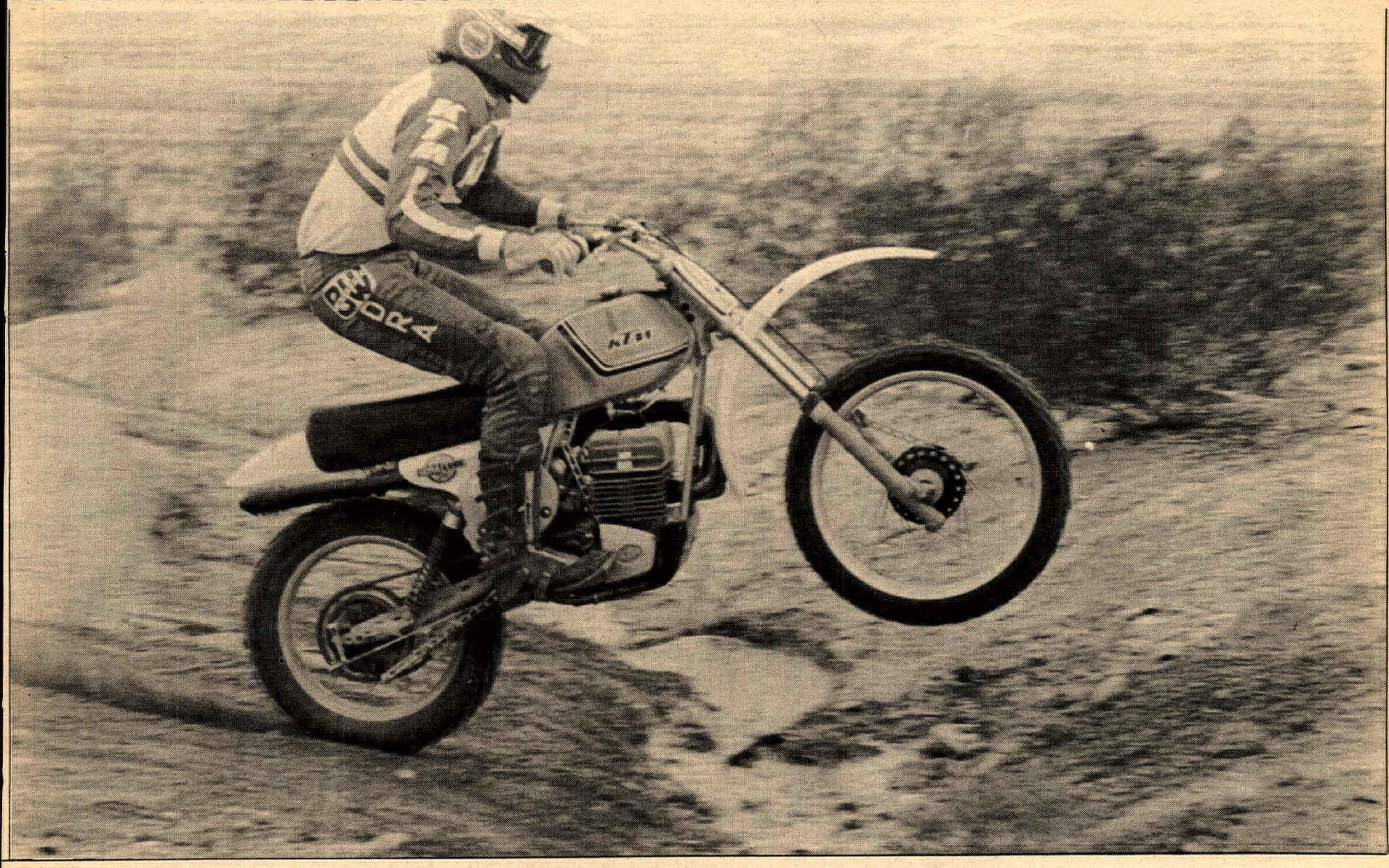
Lack of entries forced the cancellation of the announced Old Timers class. Only one of DRA's regular Senior riders, John Gregory (400 Yam) entered the event, so he rode and finished as an Open Amateur. There was no Powder Puff class planned, but Jolene Payne rode anyway as the first woman to ever enter and finish this event.

Promoter Ron Burpo figured that Brooks' earnings would be in the neighborhood of $600.

Since its inception, the 20 Mule Team 200 has lost money. Pennzoil's support made it possible to run the race again this year. The riders said they enjoyed the race and gave the course high marks. The no-dust factor was certainly an element of that praise, as well as the weather, which was brisk and rainless; ideal for a long race. ●

Results in Results Section.

s clean 20 Mule Team 200



PHOTOS BY DALE BROWN

Balentine showed a little more gusto over the water. The extra flair didn't get him past Brooks and Roeseler, though.

(left) Brother Scott (r.) and Riley Duncan topped the Novice class. (above) Tim Plant, Number One for '77, started the year with a win. (top right) Ed Waldheim finished second Open Novice. (bottom right) Brooks takes the checkered flag after 165 miles.

PHOTO BY REX REESE

Radical Ron Turner won every ECRA Expert class at Racing World.

"Radical Ron" rips racing world

By Rex Reese

TRABUCO CANYON, CAL., DEC. 19, 1976

FMF's number one rider, "Radical" Ron Turner rode a stable load of Emler-tuned Suzukis and Hondas to take the lion's share of cash in ECRA's last $1,000 motocross of the year.

Turner's performance was really a no-contest-contest as he smoked a brace of Suzukis to clean up both the Open and 250 Expert classes, then hopped on board Greg Toyama's FMF Honda to do the same in the 125s.

Turner's persistent nemesis, Suzuki factory rider Jeff Jennings was also present in an effort to take home a share of the big bucks, but some bad breaks snuffed him out of the 125s, while the fact that Turner was faster kept him second overall in the 250's. Jennings was running a close second behind Ron in the first 125 moto, and appeared to be a definite threat until his factory prepped RM125 blew up.

Gary Denton (DG) took up the slack where Jennings left off in the competition's threat to Turner. With the first moto easily going to Ron, the second was a tug of war between Turner and Denton with Gary leading the first half of the moto with the second half — and the win — going to Turner. The last 125 round was Denton's all the way from holeshot to the checkered, as Turner followed him in. The two wins in motos one and two gave the class win to Turner.

Ron was looking good as he smoked the troops in the first 250 moto, but looked exceptionally shaky in the second round as DG's David Taylor (Yam) got the holeshot and kept the lead until Turner passed him over a jump, a move which almost locked the handlebars of both riders in mid-air. Fortunately they didn't lock on landing, but Taylor missed a turn after the jump, went over the berm, and came within inches of broadsliding an ambulance. Turner was long gone, but when David got himself back together, he wound up finishing fifth. The last moto had Ron leading with a wire-to-wire holeshot lead to lock up the 250s and put another $110 in his pocket.

The Open Expert was a battle between Turner and Jeff Vidic (Suz). Ron easily grabbed the opening and closing motos, but the middle moto went to Vidic with Turner in third.

Results

SUP. MIN BEG: 1. Micky Dymond (Suz). 2. Toby Bassett (Yam). 3. Jeff Wagner (Yam).
SUP MIN NOV: 1. Kenny Campbell (Suz). 2. Allen Lucas (Yam). 3. Mike Paulino (Yam).
SUP MIN INT: 1. Curt McCuiston (Yam). 2. Sam Storer (Yam).
SUP MIN PRO: 1. Bryon Antonacci (Yam). 2. Jeff Ward (Hon). 3. Chris Heisser (Yam).
100 BEG: 1. Newton Acevedo (Yam). 2. Bryan Paquette (Hon). 3. Ryan Eide (B&M).
100 NOV: 1. Rick Cecrle (Hon). 2. Jim Ervin (Suz). 3. Neil Scott (Hon).
100 EX: 1. Lance Moorewood (Suz). 2. Dan Trant (Hon). 3. Bryon Antonacci (Hon).
125 1st DAY: 1. Mark Lite (Yam). 2. Rick Holley (Yam). 3. Robert Baldwin (Hon).
125 BEG: 1. Chris Barbour (Hon). 2. Dean Gilbert (Hon). 3. Jim Anley (Hon).
125 NOV: 1. Lee Nygaard (Hon). 2. Duane Mapes (Hon). 3. Tony Medlock (Hon).
125 INT: 1. Dave Dickenson (Hon). 2. Tony Gomez. 3. Karl Wahlers (Hon).
125 EX: 1. Ron Turner (Suz). 2. Gary Deton (DG). 3. Bruce McDougal (Hon).
PP: 1. Barbara Spielman (Hon). 2. Dede Cates (Hon).
250 1st DAY: 1. Jim Lee (Mai). 2. Mark Bennis (Hon). 3. Dave D'Anna (Mon).
250 BEG: 1. Ruck Make (Suz). 2. Greg Almquist (Suz). 3. David Simon (Hon).
250 NOV: 1. Brad PRITCHARD (Suz). 2. John Criswell (Suz). 3. Scott Johnson (Suz).
250 INT: 1. Jonny Clp½ton (KTM). 2. Mike Cruz (KTM). 3. Ted Vanden Raadt (Hon).
250 EX: 1. Ron Turner (Suz). 2. Jeff Jennings (Suz). 3. David Taylor (Yam).
OP 1st DAY: 1. John Cooley (Suz). 2. Ted Criscione (Suz).
OP BEG: 1. Jim Ervin (Suz). 2. Steve Fox (Yam). 3. John Steele (Yam).
OP NOV: 1. Ray Hill (Kaw). 2. Joe Pearson (Suz).
OP INT: 1. Greg Saari (Yam).
OP EX: 1. Ron Turner (Suz). 2. Jeff Vidic (Suz). 3. Tom Mayfield (Mai).

Breker gets their goat at CRC Euroscrams

By Rex Reese

TRABUCO CANYON, CAL., JAN. 2

The chance that it might rain (a 60 percent possibility for the weather bookies) scared away the marshmallow majority who consider racing a fair weather sport, that left a hard core of all weather go-fasters to themselves for all the fun here at CRC's Europ½ean Scrambles, which was the opening race event at Racing World. Goat Breker (Kaw) massacred the troops in the Open class

Breker's immediate ten second lead on his Dallas Baker sponsored Kaw doubled by the end of the 45-minute Open class race. The previous night's rain, made some early morning rain, some early morning sprinkles and a heavily overcast sky made the track semi-snotty, a condition that kept everybody on their toes. But as sure-footed as his nickname, Goat kept the throttle wired open as he went WFO around turns, off berms and jumps that others only tippy-toed through. The end of the race made Goat first Open Expert and overall winner.

Way behind Breker was Tom Taylor, the eventual second-place Expert finisher and second overall. While other four-stroke pilots managed to adequately use their thumpers on the snot surface, Taylor was able to really get it on as he put his 410 Honda through its paces. His performance was a virtual carbon copy of Breker's, except that at the start Tom loaded it up (which is bizarre for a thumper) and stalled before he finally got going. Once on the way, Taylor worked himself up from the back of the pack to second — and 20 seconds behind Breker — where he stayed for the rest of the race.

125 Expert Pat Jones (Yam), riding for Fairway Yamaha, took the small bore contest going away, while Novice George Erl (Hus) rode fast and furiour to come in second overall. Unlike Breker, who went absolutely berserk, Jones was more conservative in his winning interpretation of the three-mile track. Pat probably did the right thing since it was more than one rider who took a short trip through the bushes and cactis (ouch!) as they slid off the course or got a wheel stuck in a rain rut. Second Novice behind George was Rich Maibe (Yam) with Mike Stephen (Yam) third.

The team race looked like another runaway for Goat Breker when he teamed up with brother Brian to once again do everybody else in. Just like in the Open stint, a huge lead was created by the Brekers and their potent Kawasaki, but unlike the Open race, Goat broke. H. Denning and R. Pennington (Yam) led once the Brekers were out of the way to cop the overall honors along with first Open bike. Next came J. Benovidez and B. Farrow (Yam) on a 125 for second, ahead of the 250 Yamaha which was ridden by the team of Wentz and Tubbs who finished third. ●

Results

MINI: 1. Robin Busse (Suz). 2. Travis Stark (Hon).
100 BEG: 1. Troy Matthews (Suz).
125 BEG: 1. Rick Parker (Hus). 2. Todd Schaeffer (Suz). 3. Nick Mauck (Hon).
125 NOV: 1. George Erl (Hus). 2. Rick Maibe (Yam). 3. Dean Rist (Yam).
125 EX: 1. Pat Jones (Yam).
250 BEG: 1. Ken Knutson (Suz). 2. Dave Wentz (Yam). 3. Jerry O'Quinn (Hon).
250 NOV: 1. Rusty Clark (Hus). 2. John Stark (Bul). 3. Steve Stark (Hus).
VETS: 1. George Erl (Yam). 2. Dave Turnquist (C-A). 3. Jan Lehotan (Suz).
OPEN BEG: 1. Dave Conner (Yam). 2. Dave Milanowski (Hus). 3. Lee Denning (Yam).
OP/EN NOV/INT: 1. Ward Strona (CZ(. 2. Dennis Keaton (Suz).
OPEN EX: 1. Goat Breker (Kaw). 2. Tom Taylor (Hon).
TEAM RACE OVERALL: 1. H. Denning-R. Pennington (Yam). 2. Jenovidez-B. Farrow (Yam). 3. D. Wentz-L. Tubbs (Yam). 4. S. Isenhower-D. Conner (Yam). 5. M. Vorndran-P. Krogstad (Suz). 6. D. Westergaard-D. Vorndran (Yam). 7. R. Busse-J. Hammer (Yam). 8. J. Hughes-R. Busse (Suz). 9. T. Schaeffer-C. Fuller (Hon). 10. P. Scobasgary-P. Gustafson (Suz). 11. R. Ott-J. Collins (Hon). 12. B. Breker-T. Breker (Kaw).

Controversy clouds D-38 race

By Loretta Pipkin

PLASTER CITY, CAL., DEC. 12

Controversy confused the results of the Imperial Valley MC 92-mile, three loop desert race. Teammates Charles Welk and Joe Jones slugged it out to finish first and second overall, but both missed a checkpoint on the first loop. They returned for the helmet check, then took off again. Jones led the first loop, then Welk, (who is new to desert racing, this being his sixth race), took over for the second and third loops.

Referee John Moreno has not yet retuned a verdict, instead holding out for the facts in an extension investigation.

Bill Thornberg was running third when his engine seized and he crashed, breaking his hip and one leg.

Behind came the 250cc trio of Paul Eddy (Yam), Ric Secor (Hus), and Dan Dibb (Hus). Sixth was young Steve Kephart, riding 125 Amateur for the first time since breaking his collarbone in October. Kevin Vandergriff was seventh overall, with Pat Flannagan eighth overall in his first try in the Amateur class.

Manno Fox won the Over 35 class, not quite in the top ten overall, but still showing fire and desert dust in his soul. ●

Official results to follow when available.

Seisuke Ueshima, new Yamaha President.

Yamaha Motor Corporation formed

Yamaha International has transferred its motorized business to Yamaha Motor Corporation, USA, a new U.S. subsidiary of Yamaha Motor Co., Ltd. of Japan.

Seisuke Ueshima, a director of Yamaha Motor Co. is President of the new company. Prior to his appointment as President, Ueshima managed international sales for the parent firm in Japan. Yamaha Motor Corporation will stay in the same building as Yamaha International, but will have its own staff and finances. The new corporation will distribute Yamaha motorcycles and snowmobiles. Yamaha Parts Distributors, Inc., which markets parts and accessories for Yamahas, will become a subsidiary of the new firm.

Yamaha International will continue to market Yamaha musical instruments, audio equipment, and sporting goods.

Yamaha motorcycles currently claim about 21% of the U.S. market, and Yamaha is second in sales to Honda. The move making Yamaha Motor Corporation a separate entity away from the parent company was made with an eye to increase Yamaha's cut of the market.

(The Bultaco ads parodying Yamaha's involvement in piano building surely didn't slow down the decision any, either . . . Ed.) ●

CENTRAL PIPELINE

ACTION OZ PHOTOS

BERTHOUD, CO., DEC. 5
(Above) Mike Loeffler gets the holeshot with his 350 Honda at a Sports Rider Association of Colorado (SRAC) motocross at Berthoud, CO. Mike Meyer (3L 250 Hus) and Boo Stichler (25 Hon 125) beat Meyer for first and second overall in the combined expert class. Stichler won one moto and led the second until he ran out of gas.(Below) Randy File leads a group of 250 B racers at Berthoud. Results in Results Section

Wyoming Turkey Race run in "balmy" 20°

By Roger Dowden

LARAMIE, WYOMING, DEC. 5
The Laramie Dirt Riders put on the Last Chance Turkey Race on this chilly December 5th. Although the day dawned frigid and gloomy, by noon the participants were basking in Wyoming sunshine that brought the temperature soaring to a balmy 20°. A delightful six inches of fresh snow in the mountain portion of the course brought back memories of the infamous Laramie Snow Run of years past. What had been a tough, demanding 20-mile course became, with the fresh snow, a treacherous, sadistic test of man and machine. The Dirt Rider had combined expanses of sagebrush (Veined with hidden washes), rock canyons, ugly rocky hills, slimy beaver dams and thick aspen groves to produce this nasty motorcycle eater.

A LeMans start produced a splendid haze of glittering snow. As the riders spread out, the race for first became a classic confrontation of wizened veteran and young challenger. Richard Jackson on a 400 Penton, the former, held his ground until near the end of the first lap when Tagg Guio on a 250 Husky, the latter, banzaied a five foot rock ledge in one incredible leap. Although Jackson regained some of the lost ground, young Guio was able to retain the lead.

Of the fifty "Hard Cores" that started the 'Last Chance", twenty-eight finished. Dirt Riders would like to see more "Hard Cores" for the Second Annual Last Chance Turkey Race next year. ●

Results in the Results Section.

Russell Rustles Oklahoma Win

By Rebecca Sands

OKLAHOMA CITY, OK, DEC. 5
In the 125 Expert class at Motorcycle Raceways, Jimmy Hill (Yam) blasted out of the gate and pulled the hole shot both motos, but in both motos was pursued and passed by Randy Russell (Suz), who then led the rest of the way. Hill finished second both motos with Robert Briscoe (Yam) taking third overall and Mike Patterson (Hon) fourth.

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CENTRAL PIPELINE

The combined 250 and Open Expert race was a good one. The first heat, Bobby Sanford (KTM 250) grabbed the Hole Shot and led six laps before Clarence Fortney (Yam 400) passed to win. Ricky Sanders (KTM 400) also passed Sanford on the sixth lap and finished second. The second moto, Mark Russell (Suz 250) led for two laps until Fortney zipped by and stayed in the lead. Sanders got around Russell during the third lap, and then Sanford passed Russell to take third. Russell wass fourth overall. ●

Results in Results Section.

PHOTO BY FRANK HARRISON

J.R. Rawls won every Amarillo race on his Cycle Stop Kawasaki.

Rawls romps Amarillo Indoor

By Frank H. Harrison

AMARILLO, TX., DEC. 19

Normally when you talk mileage to races, 1000 miles is "nuthin" to Californians, Texans, or Floridians who have to drive so far to even see a Class C event but the real hero of this day had to be Novice Lane Boger who drove over 1400 miles from Greensboro, North Carolina to this land of hot and cold and sand and "blue northers" just to get his two points for Junior. He made it. Others came from Wyoming, Colorado, Oklahoma, and New Mexico. And, the weather outside was typically Amarillo – visibility three miles – dust and a 40-degree, 40-mph Norther outside. But inside the palatial Amarillo Civic Center Collesium was perfect comfort for the two separate Pro-AMA and Amateur programs of the afternoon.

With five National Number Experts present, things got off to a fast start with heats going to local favorites Sam Tidwell (Bul) and Bill Brown (Sprint), along with Wes Powell (Suz) of Muenster, Texas and J.R. Rawls (Kaw) of Euless, Texas.

Bill Brown on his immovable Sprint led the first Semi wire to wire while Wes Powell pushed Larry Cooper all the way in a battle-for-second thriller.

Rawls was quickest all the way in the second Semi with Sam Tidwell right behind through lap one; however Amarolians John Johnson (Bul) and Randy Carthe (Bent) both came crashing through from a back row start after jumping the line earlier, picking off every rider including Tidwell for a close Rawls, Carthel, Johnson finish.

The trophy race included Tidwell, Powell, Monte Meers (Yam – Pampa, Texas) and Carthel. Carthel, from a back row start after jumping the line came crashing through and tangled with Tidwell in turn three, leaving Powell on his brand new Banke-built Star Suzuki to get the winning kisses. George Banke is obviously pleased with his work, and Powell's riding says watch out for the new National No. 33 at Houston.

The start of the Main again saw J.R. Rawls quickest in turn one, but a back straight crash including Tidwell, Carthel, and Johnson caused a restart. The restart gave Carthel the dubious honor of starting six races in one afternoon from the foul line. The 15-lap Main again got under way with Rawls in front, followed by Larry Cooper, Bill Brown and Wes Powell. Cooper pushed Rawls wheel-to-wheel all the way with Powell carefully nudging Brown's rear wheel to no avail – the Sprint stayed where Brown put it. The finish saw Rawls and Cooper a turn ahead of Brown and Powell with Johnson and Carthel back up through the ranks in fifth and sixth. ●

Results in Results Section.

Trey Jorski runs away at Tahlequah

By Kathy Williams

TAHLEQUAH, OK., DEC. 5

Trey Jorski, on his Pentons, ran away with first place in the first three motos of the day at Barron Forks Raceway to make people think he was "superman." In the Open Class and 125cc races he had no trouble winning. In the first 125 moto, Jorski got out first with Randy Shekel (Hus) in second and Gary Bowman (Yam) in third. Bowman wrecked early in the race, putting him back in last place, but he fought his way past 30 riders back up to fifth by the end of the race. Bowman's great style over the jumps and through the berms attracted the crowd's attention. Jorski rode away to an easy victory with Shekel a distant second.

Jorski didn't get a good start off the line in the first 250 moto and was unable to move through traffic quickly. Joe Burke (Mai) was running in front with Robert McDaniel (Pen) right behind. Out of the 34 racers there were several groups fighting it out on the track, keeping the spectators busy watching. Bike problems and accidents plagued the riders, as Jorski moved up. Burke and McDaniel both wrecked and Jorski eventually took over the lead to the checkered flag.

Jorski had no trouble winning the first Open moto.

After a short intermission on the track, Open class riders were back for their second moto. Jorski got the holeshot and was leading the race with his only competition coming from Burkett. Burkett wrecked and never regained the lost ground. Jorski took first after lappiing the field.

The riders lined up for the second 125 race determined to make things a little harder for Jorski, but "superman" had discovered he was mortal and decided to lay out the 125 moto and try to muster the energy he needed to run the second 250 moto. Shekel went out to an early lead with Bowman right behind. Bowman was trying every line he could to get past Shekel, but to no avail. He crashed and lost several places, but he was back quickly after passing through the crowd and right on Shekel's rear tire by the white flag lap. It was down to the wire with too little time left, leaving Shekel in first, Bowman in second, and the rest of the troops far behind.

The 250 moto was won by Robert McDaniel with Burke and Wes Patterson (Yam) right behind.

Jorski ended up tenth overall in the 250 class. ●

Results in Results Section.

Rob McQuary wins MX with TT500

By Kathy Williams

TAHLEQUAH, OK., DEC. 4

Amateur motocross races at Barron Fork Raceway were highlighted by Open Class competition won by Rob McQuary aboard a Dick Mann-framed Yamaha TT500. In the first Open Class moto, Randy Parrish (Hus), was in first place with a real battle behind him. Rick Harris (Mai) was running second, Fanning (Suz) was running third, and McQuary (Yam) was fourth. It was a one-lane track most of the way and Harris and Fanning were running neck and neck with McQuary bottled up behind trying to find a line to get past them. In the last minutes of the race, McQuary turned on the gas and wheelied past Fanning on a straight-away and took the checkered flag running on Harris's tail.

In the second moto, McQuary got a dynamite holeshot, smoothed out his ride and rolled the gas on through the corners to gain a commanding lead and an easy victory. It was exciting for the crowd to watch him make the "thumper" work out on the track. There may have even been a few disbelieving two-stroke riders who

changed their minds about the competitiveness of the four stroker. At least there were some Open Class riders who changed their minds.

The mini-bike classes were unusually good, with Jay Zea on a Yamaha running an outstanding race in the 12 Yrs. or Younger mini-bike race. Zea ran away with that race demonstrating a lot of style for a rider that young. Look out Roger D.!!!

Results in Results Section.

Trey Jorski jumps Oklahoma

By Rebecca Sands

OKLAHOMA CITY, OK, DEC. 19, "Big Gun" Trey Jorski (Pen) never left a doubt what was happenin' in the Open Expert Class. He merely "shot down" the field for two firsts. Charles Cooper (Pen), who had already racked up first in the 250 Expert Class, showed more smooth riding to take second both motos. John Burger (Mai) placed third overall, and Kerry Smith (Pen) fourth.

The 11 years & Under minibikers proved to be a fast crowd. Craig Cook (Yam) zipped to win both motos and Mike Morrison (Suz) captured two seconds. Overall decisions were not difficult since Natt Britt (Ind) was third both heats and Greg Baker (Suz) fourth. ●

Results in Results Section.

(Above, right) Rob McQuary and his TT500 dominated at Barron Fork Raceway. (Right and below, right) Rio Bravo motocrossers wallow in Texas goo. These good ol' boys not only don't-care-how-they-do-it-in-California, but they don't seem to care which way they're supposed to be going. (Below) 250 Novices blast off at Motorcycle Raceways in Oklahoma City.

PHOTO BY REBECCA SANDS

PHOTO BY DAVE NEILSON

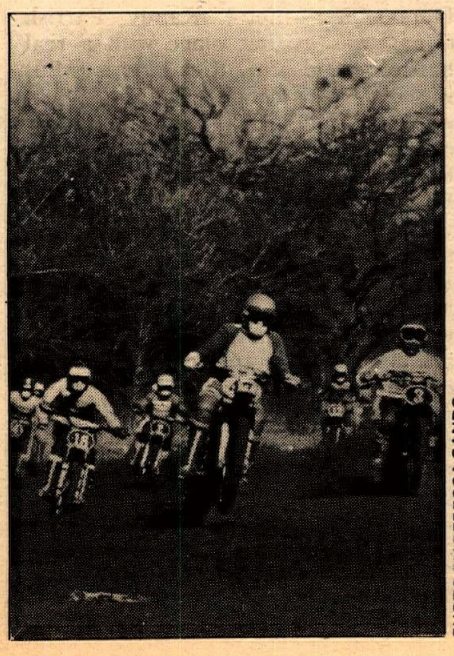

PHOTO BY REBECCA SANDS

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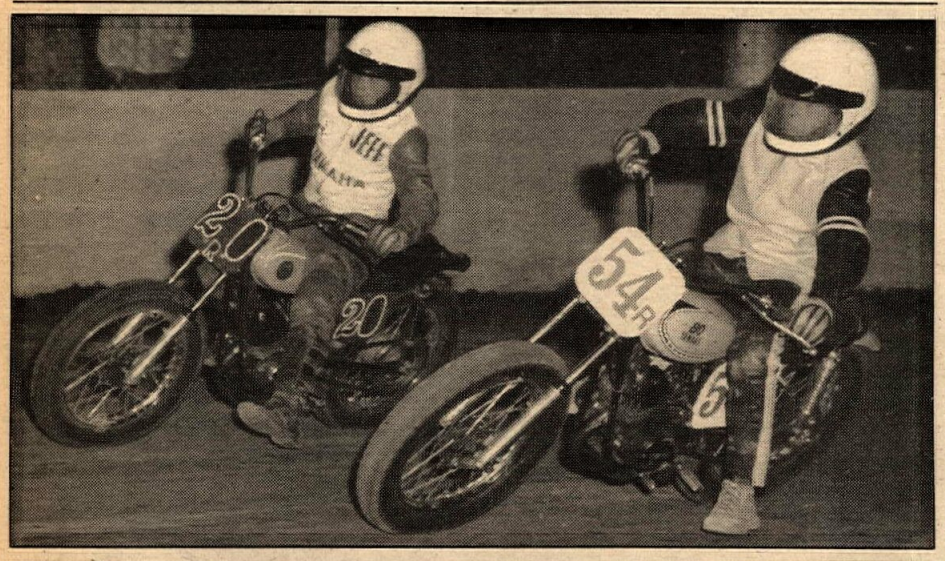
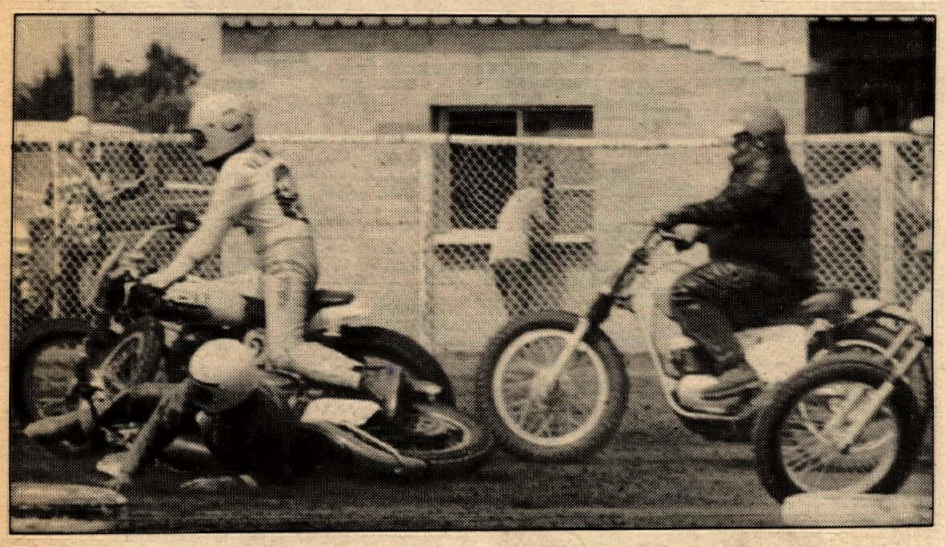
NORTHERN DATELINE

Beady-eyed adults (above) and big-eyed kids (below) going for it at Chico's Cycleland Speedway as the '76 season closes.





Falling off by the concession stand, an occasional hazard at Oakdale.

Oakdale ends the old year

By Ann Carr

OAKDALE, CAL., DEC. 5, 1976
Pioneer Arena closed out 1976 with a rough scrambles where Gold Plate winner Alex Jorgensen jammed from the rear of the pack in the 250 heat and main as well as the King Race to take three wins for the day. An easy winner both mains, Jorgy got his strongest challenge from Don Taylor, who led the King event about 10 laps before relinquishing it.

Mini Expert featured wins by Tracy Hays in the 100 main and Bill Arbogast in the 80 event. Tracy took both heat and main in his class, but had a strong run from Ricky Gaarder, who pushed Hays to the limit in the 100 main for a second.

Bill, meanwhile, trailed Hays in the 80 main, but his super-tuned YZ blazed in the stretch and hard riding in the turns quickly led to the win. Hays fell, relinquishing second to Greg Brewer.

Steve Orozco is the only 100 Novice who seems capable of staying with former mini aces, and today he managed a victory over Turlock hotshoes Don Kelso and Scott Baker. Kelso led much of the way, but one mistake allowed Louie to move by. Meanwhile Baker charged back from a poor start to grab a well earned third as he methodically picked off most of the pack. Baker repeated this action in the 250 main for another third behind Perry Evans and Terry Spurgeon.

Racing renews at Pioneer on alternating Sundays beginning January 2nd. ●

Results in Results Section.

Hard scrambling at Cycleland

By Patty Piston

CHICO, CAL., DEC. 19, 1976
Among the hard fought scrambles for number 1, the first came in the 100cc Mini main. Richard Fox got the holeshot but pushed hard by Jeff Fuller. Fuller's opportunity came in the seventh lap when he got by Fox on the inside coming out of the infield sweeper. Fox then put the pressure on but was unable to regain the lead.

The 125cc Intermediate turned into a head-to-head battle between Ken Gray and John Sudberry. The holeshot went to Gray, followed by Rick Lederer and Sudberry. Sudberry got by Lederer on the fourth lap and then moved up to pressure Gray. Gray didn't give an inch and Sudberry settled for second.

Another close contest developed in the 125cc Junior race. On the restart, (seven went down in the first turn first time around), Dale Hansen was first through, followed closely by Tom Green. Green made a successful bid for first on the third lap. George Bauder from a fourth place start had moved into third by the second lap, zapped Hansen in the sixth lap. On lap seven he got by Green in the first turn. Green kept the pressure on but Bauder refused to give up his hold on first.

The Open Intermediate/Expert race was another exciting battle for first place. The holeshot went to Manfred Heyrend. In second was John Sudberry. Sudberry fell in the third lap and Ron Juney took over. Sudberry regained second by zapping Juney on the jump, then made his presence known to Heyrend, but he would not give in and Sudberry had to be content with second. ●

Action Raceways

By L. Moore

CORNING, CAL., DEC. 19, 1976
The well-prepared track lies over two miles of rolling hills. It is changed each race so no one has an advantage. A new section this day proved tough. For some it took two tries for the sharp right turn and up over a straight uphill, then down the other side, for a loop and back uphill and over a high speed jump. Now that's truly a motocross track!

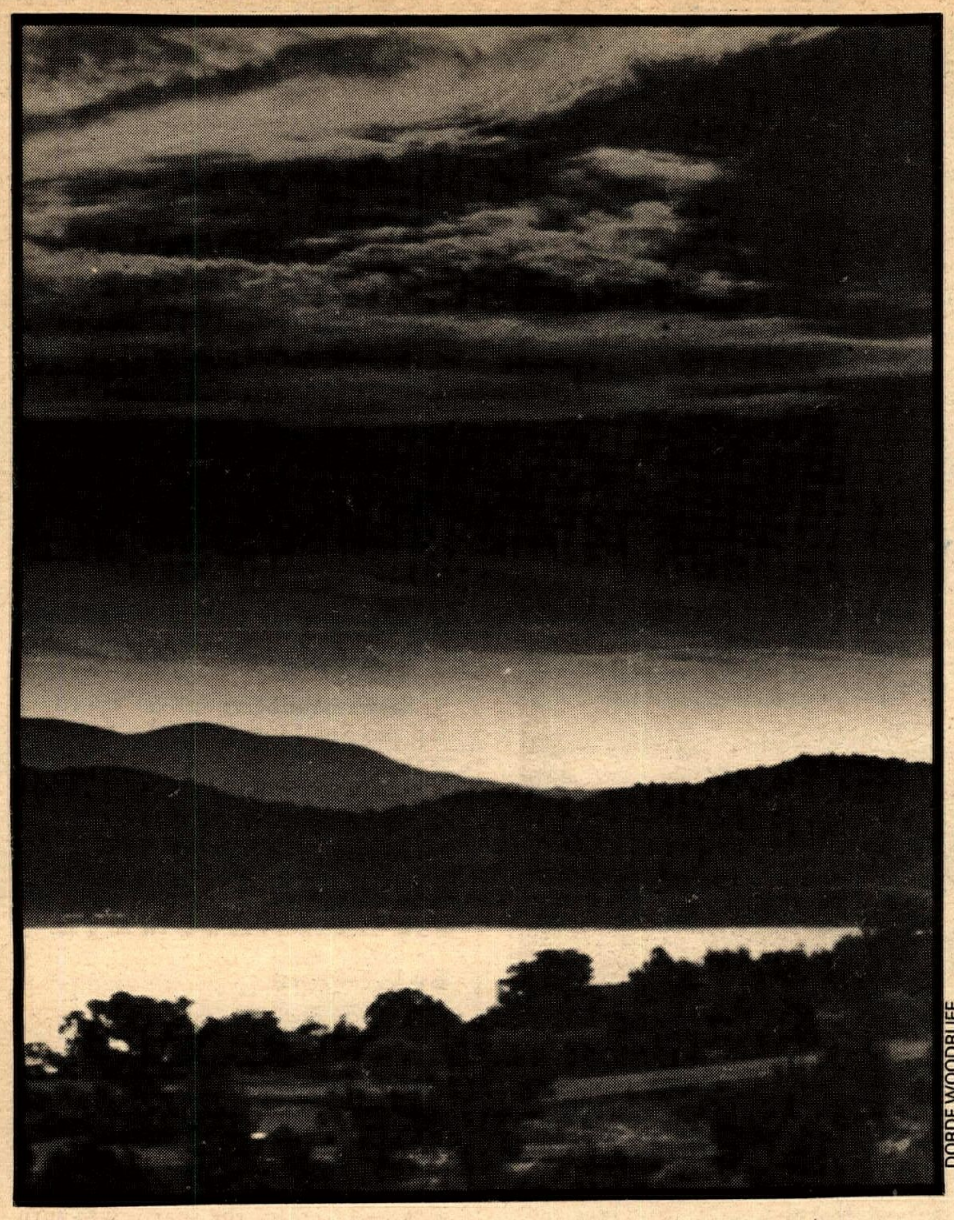
Experts Tom Odekirk (Hon) and Tad Gumbmann (KTM) gave it their all. Tad Gumbmann finished first in both motos and second was Tom. Three new RM Suzukis lined up in our Mini Junior class but a newcomer Jim Carpenter (Yam) won the class for the day.

The 125 Intermediate class was exciting, for while Dale Sastllman (Yam) won both motos, a battle royal raged between Rocky Ritcheson (KTM) and Joe Martin (Hon) for second place. ●

McCormick sets Asbury MX pace

By Chuck Iken

ALBANY, ORE., DEC. 4, 1976
Dominating the 100 class by taking two easy wins in the 100cc class, Yamaha-mounted Mike McCormick was also staying WFO in the 125 class. With a full twist of throttle and a holeshot in the first moto that set spectators gasping, Mike took the lead that was never relinquished. However, in the last three laps he was challenged by Jace Craun (Hon), Jace gaining in the turns, Mike pulling him in the straights. True to bench racing stories, Jace's engine loaded in the last turn on the last lap as he was about to overtake Mike in the turn. Mike cruised in for the win with Jace second. Moto two saw Jace take the scratch followed by WFO teammate Bob Cecercki and McCormick. Mike overtook Cecercki,



DORDE WOODRUFF

Sunset at Steinaker Reservoir, one of the outstanding stopping places for Utah trail riders — see BLM trail story in the Political section.

but too late to catch Jace as he had stretched it out while Bob and Mike were dicing.

The newest thing to MXing in this area was an Open class, come-one come-all 30 minute moto called an "exhibition" moto. The top four winners received cash or certificates for prizes but there were also awards for the losers. Prior to the race (and unnounced) there was a drawing by the number of entries for the awards. So in a sense it was like a poker run. Also prior to the motos, trackmaster Bob Leech held a sand drag for those who wanted to partake. One of the fastest Oregon mudders, Rick Ferris, won the double elimination event on his Yamaha 400. He was also unbeatable in the Open Expert class.

Results in Results Section.

"Thorn Tree" European Style

By Moto Depo

MARYSVILLE, CAL., NOV. 29

The Fourth Annual "Thorn Tree" Hare Scrambles was just like a desert race, except it was two feet from the Yuba River in downtown Marysville. Its chief claim to desert stardom was dust, Normal condition for this area is wet and muddy but except for the mudhole (which was the main spectator attraction) about 2 feet across, it was follow the dust.

The race was run European style with 1½ hour races by displacement class. The 125 class started at 7:30 AM and gave some indication of what the day was going to be like. It was a long moto-cross track and the fast MX'ers burned the course with ease. The dust and mudhole at this time were minimal; and 125 Expert Tom Odekirk (Hon) rode like they didn't exist, winning overall without a threat from anyone.

The Old Timers were up next and showed the youngin's that they also meant business. O.T. Expert Frank Hicks (Pen) won overall and looked as good at the finish as when he started.

The dust was getting bad and the mud was getting fun. No one thought the Mini's would get through the mudhole, so the fathers, mothers and sponsoring club Yuba-Sutter M/C were all there to help. Yet only one rider needed help and he didn't make that mistake twice. It was a neat experience.

The 250's were up next and it looked like Greg Martz (Suz) was going to put it to them, but Jim Fisk (KTM) and Cloyse Holland Jr. (Hus) had other ideas. It was a tight race for first. Jim passed Greg then pitted for gas. Greg surely would pit but it became apparent he wouldn't. Jim turned up the wick and passed him again on the next to last lap. Cloyse was now closing the gap for second. Maybe Greg would run out of gas, but he didn't and Cloyse settled for third. It was getting very dusty and more 250 Novices were stuck in the mud then Mini entries.

When the Open class started it was insane. The dust was unbearable, the track was rough and it was a mite bit dangerous (just like the desert). Getting out front was the thing to do and Delno Becker (KTM) was there from start to finish. ●

WOODSRIDERS' WORKSHOP

In 1972, Husqvarna first introduced their five-speed wide ratio models (MJ series), some of the finest enduro bikes ever to be produced up to that time. They offered wide gearing and good smooth power. The 250 WR and the 450 WR, even by today's fast moving standards, had all the bottom end pulling power you could use and very good top speed. These simply constructed motorcycles are very rugged and they seem to never wear out. In the mountains of Western North Carolina, the WR Huskys are very popular today because of their reliability, torque and good handling characteristics in rocks.

What this all boils down to is that this MJ Husky is still a super enduro bike, even today, except for the rear suspension. The wheel travel is only five inches and the short wheelbase caused the bike to be a little "twitchy" in a fast corner. I guess we've all heard of the "Husky Hop," the tendency for the rear of the bike to jump around erratically on water breaks and sharp jumps. Here's how to fix it.

First, strip the frame of everything that unbolts except the front forks and wheel. The swing arm bolt and the hole through the frame in which it mounts has a tendency to wear on this model. You'll notice after the swingarm is removed that the hole through the frame has worn egg shaped. To repair this defect we will have to resleeve the frame. The hole through the frame is very critical, and if not resleeved will cause big trouble later on.

Next, drill out the existing swingarm hole with a 3/4" drill to a depth of about 1". We drilled the frame with a hand drill so the hole sizes will vary. Measure the hole with a "telescope gauge" to determine the exact size. Now turn the end of a piece of round bar stock (mild steel will do) to a dimension .003 to .004 larger than the hole. While this piece is in the lathe, drill the inside diameter with a 15/32" drill.

Machine the bar stock to at least 1/4" longer than the hole in the frame is deep. Remove the bar from the lathe and drive it into the frame with a hammer and soft drift until it bottoms in the hole. Saw the sleeve off with a hack saw and grind or file flush.

You will notice that the swingarm bolt will not pass through. Take a round file and file the hole slightly until you have to tap the bolt through with a light hammer. A good snug fit is best; no loose motion at all. On some frames the chain side is all that will have to be resleeved since it tends to wear more.

We will replace the swingarm with the longer version from the MK series which has the shock mount moved forward and will add 1 1/2" to the wheel base. The swingarm is part no. 1510 - 01; the brake rod is no. 1515 176-01 and the brake arm is no. 1515 178 - 01. All parts will bolt right on.

The MK series frame has two triangular gussets welded to the frame strut to support each end of the swingarm bolt. Both gussets are available from Husky, parts no. 1510 479-01 and 1510 480 01. When installing them, I recommend welding them to the strut with acetylene torch and using mild steel welding rod. This tubular strut is thin; a good gas welder should have no trouble at all. Husky frames are made of chromoly steel and any welding done to them should be done with acetylene torch.

If you have trouble finding someone to acetylene weld your frame, a good body and fender man is usually your best bet.

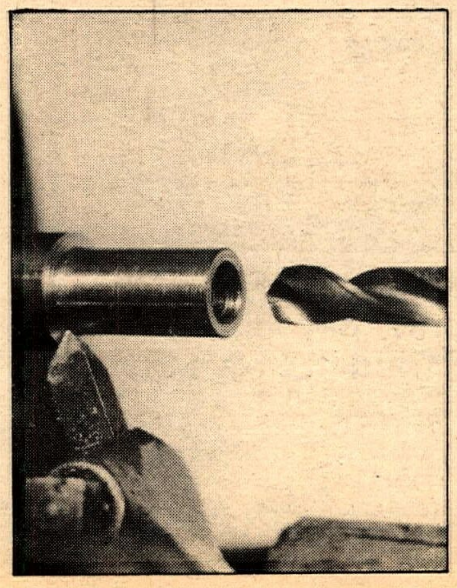
There are a lot of exotic shocks on the market today. But I feel that the most practical for the trail rider are Konis, all things considered: price, reliability, and the fact that they are rebuildable. For this application, we will use the 76F-1277 which has a length of 11.9 inches and a pair of 100 pound springs. This is about right for a rider of 180-190 lbs. For the heavier rider over 200 lbs. and taller than 6', use 76F-1282 shocks 12.9 long and 120-130 lb. springs.

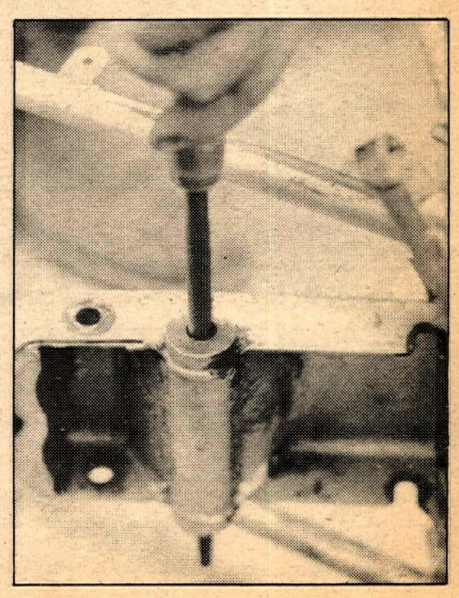
New Koni shocks are not ready to mount on your motorcycle when you take them out of the box. The unique thing about Konis is their adjustable damping feature. In this article I won't go into this; the directions are in the box. Two important things are to start with the damping set at 1/2 turn and remove the plastic spacers from the shock shafts . Do not remove the rubber dampner which is between the spacer and the shock eye.

If the Husky you are working on has a lot of miles on it, I would recommend replacing the front fork springs with new ones to complete the project. After riding the bike you'll notice the front wheel stays down on a hill climb a lot better. The Husky Hop has been virtually eliminated.

Bill Harper, Jr.

Resleeving your frame's swingarm mounting hole is the answer. Make the new parts in a lathe (left), then fit them to the frame as described in the text.

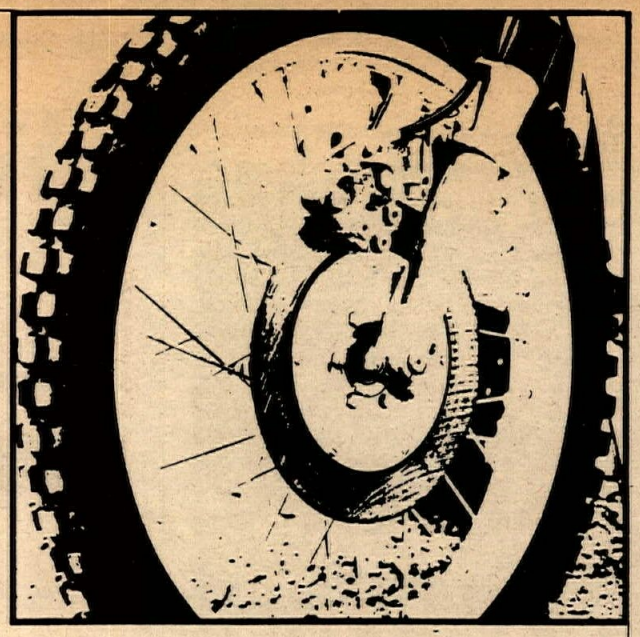




Monroe

Motorcycle Olympiad

Malcolm Smith



The World's First Motorcycle Olympiad

Feb. 26 at Orange County Int'l Raceway

Feb. 27 at Saddleback Park

$20,000 Purse

First Place pays $10,000

As determined by a recent nationwide Cycle News poll the following top 30 racers have been invited to compete:

1. Dick Mann * FNC
2. Malcolm Smith — 8 Golds
3. Carl Cranke — 4 Golds
4. Jay Springsteen * *NC
5. Roger DeCoster *** WC
6. Dick Burleson ** NC — 3 Golds
7. Kenny Roberts * FNC
8. Jack Penton — 5 Golds
9. Gary Scott * FNC
10. Tom Penton — 5 Golds
11. Dave Aldana
12. Jim Fishback
13. Brad Lackey * FNC
14. Mike Bast * NC
15. Larry Roeseler
16. Bill Uhl — 5 Golds
17. Chris Carter — 1 Gold
18. Kent Howerton * NC
19. Marty Smith * FNC
20. Bob Hannah * NC
21. John Hateley
22. Gary Nixon * FNC
23. Jim Weinert * FNC
24. Al Baker
25. Mike Hannon — 1 Gold
26. Rolf Tibblin **** FWC
27. Billy Grossi
28. Jimmy Ellis
29. Lane Levitt
30. Gene Romero * FNC

* Former Nat,l. champ
** Current Nat'l. Champ
*** World Champ
**** Former World Champ

1 Current World Champion
1 Former World Champion
7 Former Nat'l. Champions
4 Current Nat'l. Champions
32 Gold Medals

Riding on the motorcycle of their choice throughout the Olympiad, racers will compete in a two day, seven-event series testing their skills in the following:

Scottish Trials **Yamaha TT** **Road Race** **Yamaha MX**

Kawasaki Drag Race **Penton Hill Climb** **Goodyear Short Track**

Allowing only minor adjustments to equipment each racer must ride and be his own mechanic

Special offer for race fans AdvanceGate

	Adv.	Gate
Orange Co. Int'l. Raceway Feb. 26	$ 7.00	$ 8.00
Saddleback Park Feb. 27	$ 9.00	$10.00
Two Day Combination	$12.00	$14.00

Children under 12 — $5.00

Enclosed is my check for _____

Make check or money order payable to:
Race of Champions, 128 Garden Grove Blvd.,
Suite 'I', Garden Grove, CA 92640

Name _____ Phone _____

Address _____ State _____ Zip _____

Political

Noise park

(Continued from page 7)

A master plan was acquired by arranging to have it be a term project in a landscape architecture class at ISU in Pocatello. The Lions put up a prize of $200 for the best plan. The students came up and studied the land thoroughly, including drainage and soil analyses. They talked to users. The Russets bought them dinners on days they were in town. The three master plans produced were all so good that parts of all three were used, and the money divided between the students.

The users, Lions, city and county could then get to work on the park. A MX course would be relatively inexpensive, so it came first. The National Guard started the access road; the city finished it. City and county bladed the 1½ mile MX track and parking area. Idaho Falls Motorcycle Assoc. helped with the MX track and put in a starting gate. Some members even used their annual vacation to work at the park. Russets had the food concession at the first MX event, raising a lot of bucks for the park and their other projects.

MX races started last year, with larger crowds of spectators than anticipated. Noise Park boosters congratulated themselves on their foresight. Even largely rural Idaho is suffering growing pains. Traditional riding areas near Taylor Mountain east of town are getting to be fenced.

More recently, the city moved in a caretaker's house from a street right of way. The Lions paid for the foundation and the house moving. A young couple who wanted to get away from the bright lights, noise and dirt of downtown Idaho Falls (such as they are) moved in as caretakers to prevent vandalism. A well was dug and a power line built. The county zoned an agricultural buffer zone around the park so no one could move in close, then complain about the noise.

The noise park has had an effect beyond its completed and promised facilities for the users. Gene Evans says the city and county learned to work together on the park. They subsequently went together on a jail, and worked together to prepare for and clean up after the Teton Dam flood.

The money made possible by the ORMV fund goes initially to the first expensive project, a half-mile snowmobile banked grass oval, in conjunction with a quarter-mile motorcycle dirt track and pits — a $45,000 project. Estimated completion, summer 1977.

A projected rifle range will fit across the road to the north, in the additional 1200 acres newly applied for from the BLM, still at the old-fashioned price of $2.50 an acre. Desert races can be held there. A 2.5 mile road racing course, an archery field course, a ¼ mile stock car track, and a bicycle trail are the other projects planned besides motorcycle and snowmobile trails and tracks, to be built as money becomes available.

Bikers often practice or playride during the week at the area. When I was there storms threatened and no one was there but the caretakers. The grass waved in the wind. Sprinklers circled on green hay fields below. The MX track looked lonely. But I could imagine the motocrossers, the snowmobilers, flat trackers, and others. The people of Idaho Falls have done well, to secure an area *before* the conflict between residences and recreationists blows up in their faces.

With this issue,

Cycle News begins its fourteenth consecutive year of publishing weekly. Pundits in the industry are saying that the bloom is off the off-road boom. But I observe that the benefits of the great motorcycle dirt recreation explosion are continuing. Check the Cycle News Calendar of Events for proof. There are more races, rides, and organized recreation scheduled than ever before. Spectator attendance is generally up all around the nation, and now the road recreation side of motorcycling is starting to ignite, setting off a further explosion of motorcycle interest both on and off the road.

The low cost of riding

Remarkably, the cost of riding for fun has not risen as much as inflation elsewhere. Ten years ago you could buy the best dirt bike on the market (a Triumph TR6SC) for $1,145 plus modifications. Recently I bought what I consider the best all around funbike (a Yamaha XT500) for the same price. Compare that with any other sporting equipment from golf balls to tennis shoes, and you'll see why I say that dirt riding is the best recreation bargain left in the world.

As 1977 begins, warehouses are rich with 1976 and even 1975 models yet unsold. Recreation riders never had it so good. Dealers, however, with overhead costs geared to their incomes at the peak of the boom, are hurting economically. Buyers who are planning to purchase a new bike should choose their dealers more carefully than ever, to encourage the survival of those who are in the business for good — you'll find most of them advertising in these pages.

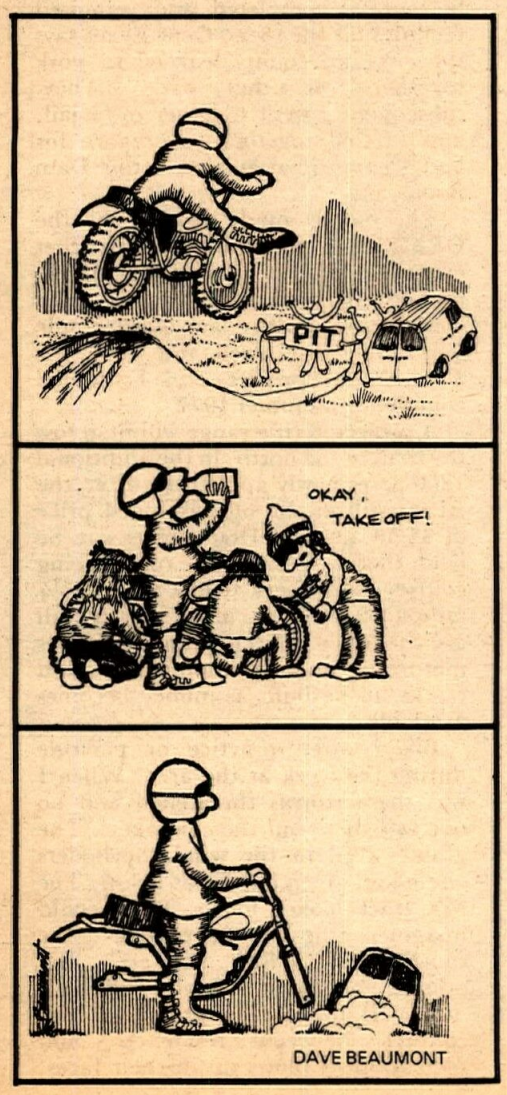
The high cost of racing

While the cost of basic equipment has stayed in the bargain basement, the price of racing has risen through the roof. But there has been a steady improvement in the quality of events throughout the dirt boom that I see continuing. There are more events to choose from, promoters provide more classes, better facilities and better safety on the whole than we were used to a decade ago when the Husqvarna importers touched off the dirt boom in America.

Think Export

American dirt riding is served by literally thousands of cottage industries which manufacture and sell the special parts that we all use. We may not have many motorcycle manufacturers in this country, but we sure have a lot of good accessory makers. These companies will find their home market shrunk in 1977 and so they should look into export. Relatively prosperous countries like Australia, the Common Market, Peru, Venezuela, South Africa, and Iran are, collectively, about where the U.S. was in off-road motorcycle sport in 1970. Contact your local office of the U.S. Dept. of Commerce for information on how to start into the lucrative export market. ●

Charles Clayton



Standup Comix

Who'd ever thought that Rolling Stone and Playboy would be defining the issues in a presidential election for Uncle Walter and the New York Times? But it doesn't matter, right? I asked Papa Wealey what he thought of Jimmy Carter and he comes back, "what does he ride?"

All I know is what I see on television. Malcolm Smith took the cloth, proving that trying to wheelie a stock Honda for a commercial gives you religion. And Evel Knievel has a new act, teaching bicycle safety. For kicks, Evel makes obscene calls to Lloyd's of London.

But what a year this has been, huh? A lot of motorcycle dealers who thought they were in the appliance business sure wished that they were. In England, the pound went metric and turned out to be only worth a gram. A lotta dealers, the only way they could sell a bike was to have it claimed by Gary Scott. How about that Scott, huh? He nearly kept his number one as a pirate, I mean, *privateer*. This guy has turned off more sponsors than Mark Spitz. One paper company wanted him to endorse their toilet tissue, but Scott told them what they could do with that.

And speaking of swimmers, how about Sue Fish? If she gets any faster, a lot of motocrossers are going amphibian. You know how MXers are always ready to try out the latest trick hot setup? Last year it was bobby pins. In 1977, bras?

But how about that Springsteen kid winning the National Circuit? Here everybody said he could only sing and play guitar. Came just in the nick of time for Harley-Davidson, too. They blew their whole racing budget on Clearasil.

And look what Roger D. and the Doctor are doing for Suzuki in motocross. Nobody makes Suzy jokes anymore. Couple of years ago, RN would have stood for Registered Nurse, cause that's what you'd get if you tried to race one. Now little kids tell their mothers they want a Suzook so they can grow up to be a dentist.

What about all the new moto-monthly magazines coming out? One is printed on cereal boxes. You read it with cream and sugar. There is a prize in every box — a plastic replica of Preston Petty. Cycle News is on an ecology kick. Bring the paper back when you're through with it and get 2¢ deposit. But everybody's got a gimmick. One publisher got booted out of his magazine, and now he's got to go to AMA News and work up.

But seriously, folks . . . **By CC** ●

WE'RE LOOKING FOR PEOPLE WHO LIKE TO SELL OUT.

According to our latest survey, more than 60% of all Cycle News dealers sell every copy on their counters. Every issue.

Cycle News sells out because readers like our no-B.S. approach to everything from ecology and motorcycle legislation to shop tips, home repairs and no-holds-barred product evaluations.

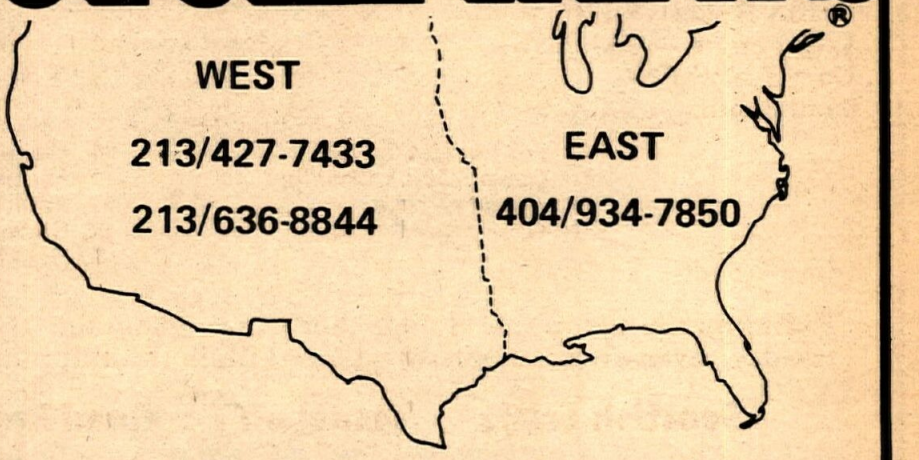
Most importantly, Cycle News is **news.** Race results. Point standings. Upcoming events. News while it's still news.

As a Cycle News dealer, you'll not only have the pleasure of dispensing a lot of good cycle news to your customers, but you'll also have the pleasure of pocketing 33⅓% profit per copy sold per issue.

A minimum order of 5 copies per issue makes vou an official Cycle News dealer. As a dealer, you'll receive a FREE handy Cycle News counter rack for your counter and a new Open/Closed sign for your door.

Why wait? Wherever you are - East, or West, there's a Cycle News edition for you to sell out of. **And** a Cycle News person is waiting for your call.

CYCLE NEWS®



DEALERS...GET WITH IT

Okay, what can I lose? Start my store selling CYCLE NEWS with the next issue. I understand you will bill me monthly and I have full return privileges on unsold papers, by returning the issue number and date with my check for the balance.

I wish to receive 5 10 15 copies of Cycle News

Please send the FREE display rack ☐

Send CYCLE NEWS to:

Name of Store _____

Address _____

City _____ State _____ Zip _____

Authorized by _____ Send Advertising info ☐

Mail to: CYCLE NEWS, PO Box 498
Long Beach, California 90801 or Call 213-427-7433

RESULTS

Las Vegas MX Club
Boulder City, NV
Dec. 123, 1976

MINI NOV
Rodney Hughes Yam
David Hiett YZ
Jim Jackson Yam
MINI 60
Joe Sandbakken Ind
John Hill Suz
MINI EX
Kevin Steele Suz
Stevie Sandbakken Suz
Todd Hunter Suz
MINI AM
Danny Smikth LMS
Billy Hill Suz
Rick Angelo Suz
100 EX
Joey Dee Suz
Doug Williams RM
Cal Wachtel RM
100 AM
Kevin Gashler Suz
Joe Lohnes Suz
Tom Seifman Suz
100 NOV
Pat Thompson Suz
Mike Brletic Suz
125 NOV
Steve O'Neal Suz
Mike Haugh C-A
Philip Gable Hon
OVER 30-40 NOV
Kenneth Hammann Yam
David Brown Hon
Billy Rogerson Yam
OVER 30-40 AM/EX
Ray Charlesworth Suz
Floyd Dunn Mai
Erwin Golden Suz
125 EX
Jerry McKinlay Hon
Leonard Sikorski KTM
Lenny Gier Hon

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

TRophies for the August 29, 1976 Buzzards European Scrambles may be picked up at the Hilltoppers, Desert Donkey's Dual European Scrambles. If you are unavailable that weekend, ph. (213) 358-2878 for arrangements.

Trophy pick up for Dual European Scrambles 7-11-76 at California City can be picked up for the last time at the first race of the year 1977 or call John at (213) 360-3400 9 am-6 pm. Tues. thru Sat. (1)

NOTICE:
Duralube users
Call 213-797-1162
with win results
call day or night
DURA LUBE
Congratulations
DRA #1 plate holders
and Duralube users for '77
Bob Balentine Open Expert
Tom Kelly 250 Expert
Tim Plant 175 Lightweight

125 AM
Troy Fitch YZ
Kevin Welch C-A
Ron Ellenburg Yam
250 EX
David Hilton Mai
Mike Hines Suz
Art Lanier RM
250 AM
Brian Mallory Suz
Joe Wells Bul
Kelly Downing Rm
250 NOV
Dale Fultz RM
Ben Kuykendall Yam
Mark David Yam
500 AM/EX
Scot Harden Hus
Kirk Bothwell KTM
Marc Peterson Suz

Sat. MX
Orange, Calif.
Dec. 18, 1976
By Danny Raymond

250 PRO
Ron Turner FMF
T.J. Warren Mon
Val Tamietti Mai
125 PRO
Warren Reid Hon
Tony Wanket Hon
Cliff Lett FMF
OPEN PRO
Scott Gilman Yam
Dale Anderson Mai
Ken Morgan Suz
125 BEG
Danny Boessler Hon
Richard Barner Hon
Vince Foster Suz
MINI JR
Mark Schones Yam
125 JR
Brent Kashiwagi Suz
Vance Qualls Hon
David Flores Suz
OPEN JR
Kerk Willliams Maik
Chris Clements CZ
Jim Richardson Bul
250 JR
Craig Durfee Suz
Rick Vasquez Yam
Steve Ellington Suz
250 INT
Jay Lewis Su
Mike Godfrey KTM
Marc Halliburton KTM
OPEN INT
Bill Haney CZ
Rick Watson KTM
George Wegner Su
125 INT
Brett Meyer Hon
Ron Stroner Bul
Paul½ Murray Suz

WTTA Trial
Big Spring, TX
Dec., 1976

EXP
Ed Kessler Kaw
James Martin Bul
Bobby Chase Yam
AM
Milo Mofit Bul
Randy Klause Bul
LaMarr James Mon
NOV
Larry Hill Kaw
Sal Salerno Hon
ENDURO
Alton Rae Yam

Sandhill Ranch
Marathon
Brentwood, Calif.
Dec. 26, 1976
By T. Houser

100
Eric & Dan Lofgren Suz
125
Beto Rossi Suz
Joe Borland Su
Terry Sage Hon
250
Phil Crane Suz
Wayne & Wes Morrell KTM
Neil Snarr Mai
OPEN
Gary Murphy Mai
William Saltzman KTM
Steve Mevilacqua & Bob Myers Yam

CMC MX
Sandhill Ranch
Brentwood, Calif.
Dec. 19, 1976
By T. Houser

MINI
Bin Mon Avery Yam
Jeff Holder Yam
MINI EX
Dennis Houser Yam
100
Frank Hastings Suz
K.T. Barry Suz
Randy Robbins Suz
125 JR
Joey Schlag suz
Carrey Anderson Hon
Roy Parker Hon
250 JR DIV I
Dann Silva Hus
Dave Schneider Yam
Henry Raddleford KTM
250 JR DIV II
Billy Risner Hon
Ron Hines Bul
Mike Williams Bul
OPEN JR
Gary Jacques Suz
Mike Collins KTM
Scott Land Suz
125 INT
John Dossey Hon
JimSisco Suz
Steve Lewis Suz
250 INT
George Lowery KTM
Jerry Dekey KTM
125-250 EX
Bill Grossi Suz
George McNamara KTM
OPEN EX
Gary Murphy Mai
Cliff Bagot Hon
JimCallars KTM
VETS
HJelmut Zarth Mai
PAt Doyle Mai
OLD TIMERS
Jack Lewis Bul
Johnnie Hall

CMC Mountain High
International MX
North Fork, Calif.
Dec. 12, 1976
By Ed Nahl

MINI JR
Mark Rouff Hon
Darin Vanderpool Yam
Mark Duggan Suz
MINI INT
Mike Harris Yam
Ron Quintero Yam
MINI EX
George Holland Hon
100 JR
Darrell Edwards Hon
Bob Merriott Hon
Clifford West Yam
100 INT
Vincent Turner Hon
Roger Guzman Suz
125 JR DIV I
Doug Krikorian Hon
Felix Miranda Yam
Jim Keese Hon
125 JR DIV II
Kirk Smith Hon
Bruce Hall Hon
Keith Bettancourt Hon
125 INT DIV II
John Dossey Hon
Chip Chapman Hus
Steve Kent Hon
125 INT DIV I
Don Fendid Hon
Rob Stuart Hus
Steve Fuchs Hon
125 EX
Tim Worth Hon
Jeff Watts Hus
Steve Parker Yam
250 JR DIV I
Paul Ryan Bul
Ron Thurson Suz
Kirk Woods C—A
250 JR DIV II
Jeff Greener Bul
Jim Jenkins Yam
Rick Kuve Suz
250 INT
Wes Morrell KTM
Kirk Hagopian KTM
Rick Tobin KTM
250 EX
Dennis Brand Suz
TimWorth Suz
Tom Bass Bul
OPEN JR
Chuck Carrol —
Van Lawrence Suz
OPEN INT
Danny Hill Suz
Ron Ellis KTM
Michael Crouch Yam
OPEN EX
Gene Manheir Suz
JAck Franklin Hus
David Goebel KTM

Motocross
Oakhill
Alvord, TX
Dec. 12, 1976

MINI NOV
Carroll Richardson
Leonard Dodson
Jimmy Thompson
MINI INT
Gary Graham
Troy Rogers
Bart King
OVER 30
Mike Bruce
Arley Williams
Terry Ford
125 INT
Jackie Willis
Mike Hawkins
Mike Connell
125 SR
Jimmy MARTIN
Gary Bowman
David Jones
250 INT
Robbie Pannell
Marty Luther
Towdy Baxter
100
Harry Heinze
Kirk Dillon
Mike Hood
125 NOV
Jim Hawkins
Keith Thompson
Sean Gillen
250 NOV
Brian Gillan
Joe Choen
Andy Ditterline
250 SR
Trey Jorski
Dave Perry
R. Reeves
OPEN INT
Mike Hawthorne
Willie Turlington
Miles McMillen
OPEN SR
Wymon Priddy
Tim Riddle
Rick Sanders

Cycleland Spdwy.
Chico, Calif.
Dec. 5, 1976

80cc MINI WINNERS
Troy Cummings (Ex.)
Jimmy Souza (Int)
Timmy Aston (Jr.)
Jeff Quandt (Jr.)
100cc MINI
Richard Fox
Jeff Fuller
Dirck Sauer
100cc JR
Scott De Roco
Scott Dorman
125cc JR
Scott Phillips
Craig Pattison
George Bauder
125cc INT
Ken Gray
John Sudberry
250cc JR
Dan Frisbie
Darren Frisbie
Alex Shakas
250cc INT
Alvin Jenkins
Tim Demp½sey
OP/EN JR
Paul Martin
Chuck Perkins
Jim Souza
OPEN INT
Jerry McBrayer
Ron JMuney
OLD TIMERS
Phil Frisby
E.C. McVey

Sandhill Ranch
MArathon
Brentwood, Calif
Dec. 12, 1976
By T. Houser

MINI
Dennis Houser Yam
Dave Houser Yam
Greg Brown Yam
100/125
Cliff Baggot Hon
Bill Leonheart —
250
Del Rapini YTM
John Ludo Suz
OPEN
John Tavis Yam
William Saltzman KTM
Steve Hatcher Suz

Saturday MX
Saddleback Park
Orange, Calif.
Dec. 11, 1976
By Danny Raymond

250 PRO
Ron Turner FMF
Clark Jones Suz
Val Tamietti Mai
125 PRO
Pete Wanket Hon
Broc Glover Yam
Cliff Lett FMF
OPEN PRO
Jeff Vidic Suz
Ken Morgan Suz
John Ayers Mai
250 BEG
Adrain Escarciga Suz
KEn Regier Yam
John French KTM
125 BEG
Dave Gomez Suz
William Mail Hon
John Larson Suz
MINI INT
Omar Greco Yam
100 JR
B.J. Lehn Suz
250 JR
Steve Baker Hus
Matt Tedder KTM
Steve Ellington Suz
125 JR
Mark Bottorff Hon
Dave Weaver Hon
Vance Qualls Hon
OPEN JR
Rob Hicks Suz
Glen King Kaw
250 INT
Kory ANdrew Mai
Mark McHenry Suz
Larry White Mai
125 INT
Paul Murray Suz
Steve Tompson Hon
Matt Nelson Hon
100 PRO
Dan Trant Hon
OPEN INT
John Pavich Hus
Ric Housel Suz
Randy Meyer Mai

Sycamore Creek Trials
Phoniex, AZ
Dec. 5, 1976

EX
Tom Foy Kaw
Randy Clark Suz
David Clark Yam
AM
David Deweese Bul
John Ruggles Yam
Mark Makarov Hon
NOV
Richard Bowden Yam
Babe Sarver Hon
Mike Carlton Yam
SR
Dick Allen Yam
John Foy Mon
John Lentini Bul
BEG A
Al Schibi Suz
Tlna Moffitt Mon
Bob Essary Hon
BEG B
Arlene Sarver Hon
Todd Ritchie Hon
Tim Ritchie Hon

Canyon Raceway MX
Phoniex, AZ
Dec. 12, 1976
By Lisa Lawrence

PEE WEE
Jori Newsom Yam
MINI BEG
JimSilverthorn Hon
Jerry Roark Hon
Matt Babington Yam
MINI NOV
Mike Bennett Yam
Frank Landino Yam
Terry Jones Hon
MINI AM
Sax Reed Yam
Phillip Lawrence Yam
Mike Erwin Yam
MINI EX
Drey Dircks Yam
Mark Meredith Hon
Scott Reddell Yam
100 NOV
Joe Illerbrunn Suz
Gary Hyde Suz
Mark Bray Suz
100 AM
Steve McEachern Hon
Marc Metzer Yam
125 BEG
Paul Emfinger Yam
Vince Delatore Hon
JimDuval Suz
125 NOV
Kevin Shinabarger Yam
Bob Eiles Suz
Scott Redondo Hon
125 AM
David King Yam
Brian Shinabarger Hon
Mike Sleigher Hon
125 EX
Chappy Blose Hon
Andy Frola Hon
Gary Understiller Hon
250 BEG
Bo Miller Suz
Art Rose Suz
Tom Harris Hon
250 NOV
Dana Marlar Mai
Lee Casavant Suz
Alexander Johnson Bul
250 AM
Dave Anderson Suz
Judd ODell Hon
Scott Stallard Yam
250 EX
Chappy Blose Mai
John Imbriale Hus
Kenny Dallas Jr. Yam
OPEN NOV
Gerald Nawyn Kaw
Terry Halsey Sul
David Divan Suz
OPEN AM
Chris Bari Hus
John Harner KTM
Ed Wallet Yam
OPEN EX
Robert Brawner Mai
Mark Hawkins Hus
Robert Brazil KTM
OLD TIMERS BEG
John Meyers CZ
Robert Knight Yam
Larry Rinehart Suz
OLD TIMER NOV
Bob Ehle Hon
Gary Hyde Suz
OLD TIMER AM
Pete White Yam
Jim Pursell Suz
Rick Myers Mai

Asbury MX
Albany, Ore.
Dec. 4, 1976
Chuck Ikes

SAND DRAG
NOV
Wade Anton Yam
Wilber Anton Yam
100cc
Gary Smith Yam
Wilbur Perkins Yam
125cc
Jace Crauns Hon
Mike McCormick Yam
250cc
Jeff Howland Yam
Ken McCormick Suz
OPEN
Rick Ferris Yam
Harold Jelly Suz
OPEN EX
TimMichletsch KTM
Skeet Hise Yam
Don Dodge Kaw
MINI BEG
Damon Dunagen Hon
Stan
John Dunagon Yam
MINI JR
Terry Baker Yam
Andy Roberts Yam
Peter Jameson Hon
100 JR
Clarence Gardner Yam
Gary Smith Yam
Steve How Yam
100 INT
Mike McCormick Yam
Wilber Perkins Yam
125 JR
Jim Scott Suz
Sam Becker Yam
Bob Terini Yam
125 INT
Jace Craun Hon
Mike McCormick Yam
Bob Cacercki Hon
250 JR
Steve Shirley Suz
Jeff Howland Yam
Monty Gibson Suz
250 INBT
Tim Michletsch Pen
Skeet Hise Yam
Randy Jungwarth Yam
OPEN JR
Dale Bernard Yam
Harold Jelly Suz
OPEN INT
Rick Ferris Yam
TimMickletsxh Pen

CMC MX
Action Racewa
Corning, Calif.
Dec. 19, 1976
By L. Moore

MINI INT
Bobby Moore Itj
MINI JR
Jim Carpenter Yam
Ronald Jones Suz
Gerrie Jones Yam
100 JR
Kevin Heino Yam
Scott Dorman Yam
Jerry Smith Suz
125 JR
Scott Phillips Suz
Cliff Beebee Hon
Rick Nye Suz
250 JR
Jim McMaben Suz
Alex Shakas Suz
Leslie Risling Suz
OPEN JR
Rollie Waldow Yam
Jerry Burns Mai
Bob Heikka Suz
125 INT
Dale Sastleman Yam
Rocky Ritcheson KTM
Joe Martin Hon
250 INT
Kevin Borror Suz
Jerry Griswold Mai
OPEN INT
Ken Nickerson Bul
Tom Cargile Yam
OPEN EX
Tad Gumbmann KTM
125 EX
Tom Odekirk Hon

ITA/ATA Trial
Orange, Calif.
Jan. 2, 1977

BEG
Mike Lauxen Hon
Clive Hannon Hon
Arlan Williams Yam
NOV
Tim Ziegler Yam
David DePaola Hon
Mike Oldan Hon
AM
Duane Feland Bul
Mark Webster Bul
Paul Webster Yam
EX
Marland Whaley
Bernie Schreiber Bul
Mark Eggar Hon
SR
Marv Russel Bul
Gil Smith Bul
Boyd Bernard Bul

AMC $1000 Purse MX
Saddleback Park
Orange, Calif.
Dec. 12, 1976

OPEN PRO
Jeff Vidic Suz
Tim Lunde Mai
Randy Berkeley Mai
250 PRO
Jeff Jennings Suz
John Smith Suz
Greg Robertson Osa
125 PRO
Warren Reid Hon
Broc Glover Yam
Pete Wanket Hon
250 JR
Gary Gonzales Mai
Richard Guthridge Suz
Chuck Rubin Mai
250 BEG
Rick Maki Suz
De Wayne Boese Suz
250 INT
Steve Stasiefski Mai
Burt Ward Suz
Art Grajeda Yam
125 INT
Rob Dameron Jur
Tony Gomez MM
Dean Howard Suz
100 BEG
Kyle Halkola Yam
100 JR
Ty Hanway Suz
Ted Hoyt Yam
100 INT
B.J. Lehn Suz
100 EX
Brain Byerscough Yam
Scot Clifton Hon
MINI BEG
Greg McConnell Yam
MINI PRO
Jeff Ward Hon
Dallas Rebello Yam
MINI INT
Chris Herma Yam
Sam Storer Yam
125 JR
Brain Allen Suz
Mark Stubbs Hon
Vance Qualls Hon
125 BEG
Chip Tanke KTM
Brent Allen Suz
OPEN INT
Tod Gindraux Mai
Alan Olsen Mai
Bruce Bridgham CZ
OPEN JR
Paul J. Knabb CZ
Kurt Kovacks KTM
OPEN BEG
Rock Raun Suz
C.J. Hunt Suz

Rough Scrambles
Oakdale, Calif.
Dec. 5, 1976
By Ann Carr

MINIS
100 EX
Tracy Hays Suz
Ricky Gaarder Yam
100 NOV-JR
Joe Nail Suz
80 EX
Bill Arbogast Yam
Greg Brewer Yam
80 JR
Shawn Walkingstick Yam
Bill Brazil Suz
80 NOV
John Burnett Yam
MAXIS
100 NOV
Steve Orozco Yam
Don Kelso Suz
Scott Baker Yam
125 NOV
Dave Fuller Yam
Terry Spurgeon Yam
Monty Latif Suz
125 JR
Randy Martin Hon
Cory Lewis Suz
125 EX
Rod Greener Yam
Jeff Haney Yam
200 NOV
Perry Evans Hon
Terry Spurgeon Yam
Scott Baker Mai
250 JR
Dwayne Ellis Yam
Gene Pringle Suz
250 EX
Alex Jorgensen CA
Mike Jennings CA
OPEN NOV
Mike Jurgens Yam
Jim Smith Suz
OPEN JR
Robert Gomez Yam
OPEN EX
Frances Lopes Yam
Don Taylor Yam
GIRL's RACE
Debby Rocha
Ronda Snelling
Tari Tillery
KING RACE
Alex Jorgensen CA
Don Taylor Yam

Cycle Land Scrambles
Chino, Calif.
Dec. 19, 1976
By Patty Piston

80cc MINI
Jim Souza Yam
Timmy Aston Suz
Bobby Thomas Yam
100cc MINI
Jeff Fuller Suz
Richard Fox Yam
100cc JR
Scott DeRoco Yam
George Irwin Yam
125cc JR
George Bauder Yam
Tom Green Suz
Dale Hanson Yam
125cc INT
Ken Gray Hon
John Sudberry Hon
250cc JR
George Bauder Hon
Jim Conga Hon
Carl Funke Hon
250cc INT
Jon Zimmerman Hus
Alvin Jenkins Oss
OPEN JR
Dave Ryan Yam
Kevin Green Mai
Paul Martin Bul
OPEN INT/EX
Manfred Heyrend Yam
John Sudberry Mai
OLD TIMERS RACE
Robert Wilson
Charles Jenson

AMA Indoor ST
Amarillo, TX
Dec. 19, 1976
By F.H. Harrison

HEAT WINNERS
Sam Tidwell
Joe Powell
Bill Brown
J.R. Rawls
FIRST SEMI
Bill Brown
Larry Cooper
Wes Powell
SECOND SEMI
J.R. Rawls
Randy Carthel
John Johnson
TROPHY DASH
Wes Powell
MAIN
J.R. Rawls
Larry Cooper
Bill Brown
Wes Powell
John Johnson

MX Canyon Rcwy.
Arizona
Dec. 19, 1976
By Lisa Lawrence

MINI BEG
Kevin Bickel Yam
Jim Silverthorn Hon
Bryan Bruner Yam
MINI NOV
Robert Belluzzi Yam
Chris Cabler Yam
Mark Babington Yam
MINI AM
Philip Lawrence Yam
Mike Erwin Yam
John Burt Yam
MINI EX
Mark Meredith Hon
Troy Blake Yam
Bret Bellett Yam
100 NOV
Steve Stevens Hon
Pete Yerkovich Yam
Roger Leary Suz
100 AM
Rick Sanders Hod
Mickey Cottier Suz
Doug McEvoy Suz
125 BEG
Chris Sisco Hon
Jim Duval Suz
Mike Pomeroy Hon
125 NOV
Bob Eiles Suz
Bob Reiss Hon
Andy Perkins Suz
125 AM
Mike Sleigher Hon
David King Yam
Bob Karl Yam
125 EX
Chappy Blose Hon
Andy Frola Hon
Danny Chevrette Suz
250 BEG
Micheal Aschbener Suz
Ricky Priddy Bul
Bobby Buffaloe Kaw
250 NOV
Micheal Gray Kaw
Mike McIntyre Suz
Mark Harbert Kaw
250 AM
Dave Anderson Suz
Tony Boyce Mon
Bret Smith Hus
250 EX
John Imbriale Hus
Bob Blose Mai
Kenny Dallas Jr. Yam
OPEN AM
Mike McCarty Suz
Gayle Hunt Yam
Chris Bari Hus
OPEN EX
Robert Brazil KTM
Robert Brawner Mai
Mike Blakely Kaw
OLD TIMER NOV
Dave Stevens Hon
Jay Stewart Kaw
Bob Knight Yam
OLD TIMER AM
Bill Meyer Suz
Rick Myers Mai
Jim Pursell Suz

DRA/Pennzoil
20 Mule Team
Parkway 200
California City, Cal.
Jan. 2, 1977
By Dale Brown
Unofficial Results

OPEN EX
Tom Brooks KTM
Larry Roeseler Hus
Bob Balentine KTM
OPEN AM
Ron Irby Hus
Daryn Wyatt Hus
OPEN NOV
Riley Duncan Suz
Ed Waldheim KTM
Mark Force Yam
250 EX
Monte Lee Yam
250 AM
Bill Tarlin Hus
250 NOV
Scott Duncan Suz
Jeff Wilson Suz
John Wallace Hus
0-200 EX
Tim Plant Yam
0-200 AM
Brett Round Yam
0-200 NOV
David Kinshella Suz
Charles Peterson Jr. Yam
Ed Curran Hus

Turkey Race
Laramie, Wy.
Dec. 5, 1976
By Roger Dowden

OVERALL
Tagg Guio Hus
Richard Jackson Pen
Mark Hynes Suz
Bruce Coates CZ
Ken Guio Hus
Bob Prussman Hus
Michael Kromminga Hon
Fred Donaho Hus
Clem Collins Hon
Andy Dorn Hus
Steve Szukula Yam
Redgy Blunson Hon
Calvin Imel Hus
Clint Withrow Hus
Roy DeVries H—A
Donald Jones KTM
Bart Kellog Hus
Bob Nelson Hon
Brian Iler Hon
Ron Darling Pen

Motocross
Motorcycle Rcwy.,Inc.
Oklahoma City, OK.
Dec. 19, 1976
By Rebecca Sands

MINI BIKE
11 YR & UNDER
Craig Cook Yam
Mike Morrison Suz
Natt Britt Ind
Greg Baker Suz
MINI BIKE
12-15 YRS
Kenny Castor Suz
Lance Crawford Yam
Glen Nelson Yam
OVER 30
Jimmy Redwine Pen
Joe Clanton Pen
Doug Browning Pen
100 AMA
Alvin Myers Suz
Paul Stein Suz
Tracy SMith Suz
125 NOV
Van Box Hon
Lynn Moore Suz
Mark Loy Suz
125 AMA
Clay Hornshell Yam
Shane Gore Yam
Butch Grider Hon
125 EX
Jimmy Hill Yam
Billy Hatfield Hus
Glen Snedeker Hon
250 NOV
James Merick Yam
Bryan Little Suz
Richard Hunt Yam
250 AMA
Rick Myers Suz
Ty Bowers Suz
Jerry SMith Suz
250 EX
Charles Cooper Pen
Jim Thomas Suz
Chris Cunningham Hus
OPEN NOV & AMA COMB
Mike Slover Suz
Robert Filmore Mai
Jimmy Redwine —
OPEN EX
Trey Jorski —
Charles Cooper Pen
John Burger Mai

Motocross
Motorcycle Rcwys.
Oklahoma City, Ok.
Dec. 5, 1976
By Rebecca Sands

MINI
J. Zea Suz
Mark Harrison Yam
Lance Crawford Yam
POWDER PUFF
Sissy Hill Yam
Meleta Stephens Yam
Sheri Teas Suz
OVER 30
B.J. Rooker Yam
Cliff Springer CZ
Scotty Creed Suz
100
Alvin Myers Suz
Larry Macalmant Suz
Steve Weathers Suz
125 NOV
Chris Swank Suz
Lynn Moore —
Mike Stafford —
125 AM
Phil Hoover —
Robert Reymard —
Butch Grider Hon
125 EX
Randy Russell Suz
Jimmy Hill Yam
Robert Briscoe Yam
250 NOV
Paul Knox —
Chris Shephard —
John Bryan CZ
250 AM
Ty Bowers Suz
Ronnie Schweitzer Suz
Robert Jones Mai
OPEN NOV
David Williams Yam
Gerald Moore Yam
John Bryan Yam
OPEN AM
Mike Slover Suz
Gary Drummond Yam
COMB 250 & OPEN EX
Clarence Fortney Yam
Ricky Sanders KTM
Bobby Sanford KTM

Motocross Barron
Forks Raceway
Tahlequah, OK.
Dec. 4, 1976
By Kathy Williams

BEG MINI
Jay Zea Yam
Chris Baeser Yam
Mitch Brite Yam
13-15 MINI
Jeff Baehler Yam
Shannon Niday Yam
Ken Caster Yam
100cc
David Sanders Suz
Shannon Niday Yam
Rick Peace Suz
125cc
Steve Goff —
Mike Croley Yam
David Bellm —
250cc
David George Mai
Terry Bridges Yam
Rick Peace Suz
OPEN
Robert McQuary Yam
Rick Harris Mai
Randy Parrish Hus

SRAC MX
Berthoud, Colo.
Dec. 5, 1976
By Don Burgener & Action Oz

85 B
Chuck Harder Yam
85 NOV
Glen Sharp Hon
Tim Hawkins Yam
Chad Faulkner Yam
125 NOV
Stacy Odenbaugh Hon
Jerry Hilgenberg Hon
Kevin Pelon Yam
250 NOV
Ken Garcia Suz
Mike Okaro Suz
Harley Odenbaugh Hon
OPEN NOV
John Lux Mai
Ray Cash Kaw
Mitchell Buer Suz
125 B
J.C. Waterhouse Hon
Brian Sharp Hon
Ben Eckhardt Suz
250 B
Kim Robertson Yam
John Morgan Yam
Rich Cox
OPEN B
Greg Gibbons Yam
Duane Albrecht Yamn
Buck Dillinger Hus
COMBINED EX
Mike Meyer Hus
Boo Stichter Hon
Mike Loeffler Hon

NMA Santa Claus GP
Racing World
Trabuco Cyn. Calif.
Dec. 5, 1976
By Rex Reese

JR CYC STK 6-8 yrs
Brandon Schneider
Mike Kiedrowski
Buddy Dumo
JR CYC STK 9-11 yrs
Tim Tomaselli
Kurtie Henricksen
Jon-Jon Belisle
JR CYC MOD 9-11 yrs
Jon-Jon Belisle
Rudy Dickenson
Micheal Knapp
0-83 NOV STK 9-11 yrs
Ricky Angelo
Chad Jeffery
Doug Gentry
0-83 INT STK 9-11 yrs
Ronnie Eversole
Sam Storer
Rick Hemme
0-83 NOV MOD 9-11 yrs
Doug Gentry
Chad Jeffery
Chris Gables
0-83 INT MOD 9-11 yrs
Rick Hemme
Richard Sands
Jim Busby
0-83 EX MOD 9-11 yrs
Randy Harden
Mike Yafchack
Johner Kight
105 9-11 yrs
Ronnie Eversole
Randy Harden
Rick Hemme
0-83 NOV STK 12-16 yrs
Jeff Cropper
Steve Willet
Ken Campbell
0-83 INT STK 12-16 yrs
Mark Tomaselli
Tom Satchell
Ross Klatt
0-83 EX STK 12-16 yrs
Gary Dircks
A.J. W.HITING
Paul Emerson
0-83 NOV MOD DIV I 12-16 yrs
Jeff Cropper
Kenny Campbell
Doug Reed
0-83 NOV MOD DIV II 12-16 yrs
Steve Willet
Nick Athens
Scott Phipps
0-83 INT MOD 12-16 yrs
John Hemme
Mike Murrey
Tom Satchell
0-83 EX MOD
Gary Dircks
Paul Emerson
Jeff Ward
105cc 12 &
Scott Burnworth
A.J. Whiting
Ronnie Graves
POWDER PUFF
Jaycen Zvirbulis
Kathy Gleffe
Cindy Dumo
100 NOV
Rick Ceckly
David Diffley
Kelly Oliver
100 INT
Eddie Hedden
Scott Johnson
Greg Fountain
100 EX
Lance Moorewood
Gary Dircks
Jerry Bagby
125 NOV
Dennis Ivarson
Loren Day
Clyde Wilson
125 INT
Kenny Hedden
Mark Abler
John Sotelo
125 EX
Lance Moorewood
Paul Emerson
Bryan Myerscough

Sandhill Ranch MX
Brentwood, Calif.
Dec. 5, 1976
By T. Houser

MINI
Bill Green Yam
Bim Mon Avery Yam
Matt Lorenzo Yam
MINI EX
Mike Holmes Yam
100
Robbie Webster Yam
Matt Lorenzo Suz
100 INT
Joey Schlag Suz
125 JR DIV I
JimPitts Yam
Tim Leat Hon
Bruce Morrison Suz
125 JR DIV II
Roger Meek Hon
John Collins Hon
Jeff Maxwell Hon
250 JR
Mickey Agua Suz
Karl Von Ubin Hus
Ron Hines Bul
OPEN JR
Paul Wargo Vil
Steve Bevilacqua Yam
INT
Steve Lewis Suz
EX
Harold Hutson Hus
VETS
Paul Wargo VII
OLD TIMERS EX
Jack Lewis Bul

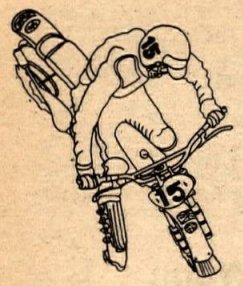
Dunlap MX
Dunlap, Calif.
Dec. 5, 1976
By Sharon Green

MINI JR
Darren Powell Yam
Joey Roberts Suz
Mark Rouff Hon
MINI INT
Craig Kent Yam
100 JR
Phil Bradshaw Yam
Darrell Edwards Hon
Gary Van Tassell Hon
100 INT
JimWilliams Hon
125 JR DIV I
Bruce Hall Hon
David Dichiaia Suz
Brett Mosekian Suz
125 JR DIV II
Keith Bettencourt Hon
Jeff Tunnell Hon
Keith Jura Suz
125 INT
Jeff Parker Yam
Bill Leonheart Suz
Tim Bickley Yam
125 PRO
Tim Worth Hon
Eric Harvey Yam
Charles Longmire Hon
250 JR
Dave Brown C-A
Jim Kratt Bul
Karin Lundquist Suz
250 INT
Don Franklin Hus
Randy Bivings Suz
John Kellitt Suz
250 PRO
Tom Bass Bul
Clarence Derrick Bul
Tim Diaz Suz
OPEN JR
Chuck Carroll Bul
Doug Swarthout Suz
Steve O'Bar Suz
VETS
Jerry Summers Hon
OLD TIMERS
Ken Clayton Hus
OPEN INT
Dan Hill Suz
Richard Mathers KTM
OPEN PRO
Jim Franklin Suz
Gary Murphy Mai
Gene Manhire Suz

Motocross Barron
Forks Raceway
Tahlequah, OK.
Dec. 5, 1976
By Kathy Williams

125cc
Randy Shekel Hus
Gary Bowman Yam
Galen Sizemore Hon
David Fultz Hon
Pat Talbot Pen
250cc
Robert McDaniel Pen
Joe Burke Mai
Wes Patterson Yam
Dickey Nowell Suz
Jay Clark Yam
OPEN
Trey Jorski Pen
Dickey Nowell Suz
Wyman Priddy Bul
Gary Casper Yam
Nelson Hus

RESULTS



Gripsters TT
Ascot Park
Dec. 5, 1976
By Maureen Lee

MINI MOTO	
Pete Hames	Yam
Robby Robison	Yam
Bobby Garabedian	Yam
125 NOV MAIN	
Steve Karsten	Yam
Mark Ledbetter	Yam
Mike McCoy	Yam
125 AM MOTO	
Charles Carroll	Yam
Steve Polson	Yam
Steve Griffith	Yam
125 EX MOTO	
Mike Tidwell	Yam
Todd Brown	Yam
Kirby Shropshire	Yam
250 NOV MAIN	
Jeff Buckner	Yam
Chris Choisser	Yam
Mitch Zehner	Yam
± = ° AM MAIN	
Keith Day	Yam
Gary Smith	Yam
Dylan Niehart	Yam
OPEN NOV MOTO	
David Peters	Tri
Rob Whitcher	Tri
Ingo Pfeiffer	BSA
250 EX MAIN	
Jay Lewis	Suz
Larry Bird	Mon
Ronnie Day	Yam
500 NOV MAIN	
Kelly Templeton	Yam
Ron Williams	Bul
Jeff Buckner	Yam
500 AM MOTO	
Mark Revels	Yam
Mike Montgomery	Yam
Wayne Taylor	Yam
500 EX MAIN	
Eddie Lawson	Bul
Don Grigsby	Yam
Jim Redding	Yam
OPEN AM/EX MAIN	
Bob Sanders	Yam
Danny Hockie	Nor
Steve Miller	Yam
SIDEHACK MOTO	
James Stevens/ Robert Sanner Jr.	Hon
Loren Immken/ Mike Nelson	Yam
Norbert Monohan/ William Wheeler	Was

"Thorn Tree"
Marysville, Calif.
Nov. 28, 1976
By Moto Depo

100 NOV	
J. Wacaster	Suz
S. DeRaco	Yam
125 EX	
T. Odekirk	Hon
R. Williams	DKW
250 EX	
J. Fisk	KTM
G. Martz	Suz
C. Holland Jr.	Hus
OPEN EX	
D. Becker	KTM
C. Holland Jr.	Hus
J. Duncan	KTM
OLD TIMERS EX	
F. Hicks	Pen
C. Holland Sr.	Hus
J. Jenkins	Hus
125 AM	
E. Cox	Suz
S. Allen	Suz
D. Scott	Yam
250 AM	
T. Saver	Yam
E. Marchim	Hus
J. Cody	KTM
OPEN AM	
K. Anderson	Hus
C. Sexton	Yam
E. Santin	Yam
OLD TIMERS AM	
C. Sexton	Yam
B. Hamilton	KTM
J. McClure	Yam
125 NOV	
M. Honeycutt	Yam
T. Breautt	Hus
S. Beauchamp	Yam
250 NOV	
R. Goehring	Hus
P. Jones	KTM
D. Drake	Mai
OPEN NOV	
P. O'Donnell	Suz
T. Shannon	Yam
C. Perkin	Suz
OLD TIMERS NOV	
C. Carry	Pen
C. Morgan	Yam
D. Becker	CZ
MINI 70-80 EX	
S. Vlahos	Hon
MINI 70-80 AM	
B. Emery	Yam
T. ROSENBERG	Yam
MINI 100 AM	
D. Sweet	Suz
S. Jemenez	Suz
K. Booth	Suz
MINI 70-80 NOV	
J. Horn	Hon
A. Pelleccione	Yam
B. Gaiver	Hon
MINI 100 NOV	
B. Estes	Yam
D. Reade	Suz
D. Berlin	Suz

Las Vegas MX Club State Championship
Las Vegas, NEV.
Nov. 28, 1976

OFFICIAL RESULTS	
MINI BEG	
Dennis Olson	YZ
TimThompson	Yam
Mike Gibson	Yam
MINI 60 NOV	
Joe Sandbakken	Ind
JohnMueller	Ind
John Hill	Suz
MINI 60 EX	
Wayne Arnold	Mor
Billy Hill	Suz
MINI NOV	
Rodney Hughes	Yam
David Hiett	YZ
Mark Bowman	Yam
Scott Ludlow	YZ
Richard Youngblood	YZ
Jim Jackson	YZ
Bobby Guevara	YZ
Bruce O'Neal	YZ
Sean Steele	YZ
Ward Blitsch	YZ
Gary Smith	YZ
Darryl Wickliffe	XR
Danny Encinias	Yam
Jere Alderete	YZ
Richard Radstone	YZ
Doak Wachtel	YZ
Randy Mattson	YZ
MINI EX	
Paul Expert	Acc
Marv Chapman	Acc
Rick Herbert	Yam
Troy Fitch	YZ
MINI AM	
Mike Murray	LMS
Jeff Palmer	Yam
Danny Smith	LMS
Mark Morris	LMS
Scott Robertson	YZ
David Saxton	YZ
Scott Underwood	YZ
Nino Butterowe	Acc
Wayne Arnold	Mye
Keith Underwood	YZ
Robbie Wendt	ZYZ
Neal Mallory	Yam
Rick Angelo	YZ
100 NOV	
Rick Angelo	Yam
Curt Walker	DG
Tony Peace	Yam
Pat Thompson	Suz
Rick Barnum	Suz
Robbie Wendt	Yam
125 BEG	
Donald Williams	Hon
Mike Smith	Yam
Dave Brown	Hon
Eddie Hedden	Suz
Kevin Gashler	Suz
Brad Hilton	Kaw
Darren Blitsch	RM
Joe Lohnes	Suz
James Handy	RM
Steve McLaughlin	Yam
Tom Seifman	Yam
Mike Newell	Yam
Erik Martin	YZ
Scott Berger	RM
Charlie Walsh	Yam
Mark Hornsby	Yam
125 NOV	
Ken Averett	Suz
Randy Honeycutt	FMF
Darryl Plumleigh	Mon
Steve O'Neil	RMA
Kevin Ramsey	FMF
Bruce Thetford	Hon
Phil Gable	Hon
Mike Haugh	C-A
Jeff Larson	Kaw
Donald Hiett	RM
David Hunter	DG
Harry Dobson	RMA
Chuck Roberts	DG
Dave Rhyne	Hon
Jimmie Oliver	RM
Jack Bowman	Yam
Steve Rumph	Hon
100 EX	
Joey Dee	Suz
Stevie Sandbakken	Suz
Casey Underwood	DTP
Cal Wachtel	RM
Doug Williams	RM
125 AM	
David McDonald	Hon
Scooby O'Neal	Hon
David Gale	RMA
Gary Zupanic	Hon
125 EX	
Paul Emerson	Acc
Lenny Giger	Hon
Terry Thomas	Hon
Jerry McKinlay	Hon
Mike Hines	FMF
Eric Elizondo	Hon
Ken Hedden	Hon
Randy Kimbrough	Hon
Bill Seifman	RM
David McNeill	RMA
Bob Gabriel	Bul
Glen Munyan	DG
David Thomsen	Hon
Glenn Wells	Hon
OVER 30-40	
John VanHoove	Mai
Ken Hammann	Yam
LeRoy McAdams	Suz
Floyd Dunn	Mai
Erwin Golden	Suz
250 NOV	
Richie Capri	Yam
Dale Fultz	RM
250 EX	
Mel Chapman	Mai
Dave Sullins	Suz
David Hilton	Mai
Mario Sacomano	Mai
Tony Brunetti	Yam
250 AM	
Gary Kinsey	Yam
Kelly Downing	RM
Brian Mallory	Suz
Mike Smith	KTM
Steve VanHoove	Mai
Randy Cannon	Mai
Bobby Williams	Bul
500 EX	
Mel Chapman	Mai
Marc Peterson	Suz
Dobie Pursley	Rok
Rick Biddle	Mai
Floyd Dunn	Mai
Randy Finch	CZ
John VanHoove	Mai

D-36 ST
Monterey, Calif.
Nov. 27, 1976
By Burt Dinner

100 NOV	
Dave Hufford	Yam
Steve Martin	Yam
125 NOV	
Rich Matuszek	Suz
Joel Green	Yam
Jim Rader	Yam
125 JR	
David Rosa	Yam
200 NOV	
Jerry Warren	H-D
250 NOV	
Matt Crowley	Bul
250 JR	
Nelson Gong	Suz
Tom Henry	Bul
250 EX	
Randy Bereman	Bul
Steve Long	Bul
Mike Kunsman	Yam
360 NOV	
Bruce Yeaton	Hon
360 JR	
Jeff Cahoon	Bul
360 EX	
Jim Mertens	Yam
Matt Rohr	Yam
John Tavis	Hon

CMC Motocross
Puyallup, WA.
Nov. 21, 1976
By Sue Sykes

MINI A	
Kevin Wolf	Yam
Robby McAllister	Yam
Roger Kenney	Yam
MINI B	
Chad Jeffery	Yam
Joel Straub	Yam
Steve Hunt	Yam
100 INT	
Terry Hofoss	Hon
Sam Baderdeen	Hon
Scott Inman	Suz
100 JR	
Shayne Poindexter	Hon
Ed Wagstaff	Yam
Chad Dahlquist	Yam
125 PRO	
Clint Calhoun	Hon
Ron Dimeo	Yam
Wm. McFarland	Yam
125 INT	
Perrish Anderson	Suz
Terry Hofoss	Hon
Tom Tudwig	Suz
125 JR	
Steve Gabrielsen	Suz
Ted Johnson	Hon
Jeff Williamson	Hon
250 PRO	
Jerry Pillar	Yam
Rick Sheren	Mai
Brian Morgan	Mai
250 INT	
Duane Barnes	Suz
Scott Jensen	C-A
Henry Jacobson	Hon
250 JR	
Ken Klein	Suz
Brian Vance	Hus
Ron Slee	—
OPEN PRO	
Lon Lewis	Yam
Randy Schweizer	Mai
Dana Johnson	Suz
OPEN INT	
Eric Olsen	Bul
Steven Peters	Yam
John Garner	Yam
OPEN JR	
Fred McGuire	Suz
Vaughn Munson	Bul
Gary Morris	Yam

D-36 Indoor ST
San Jose, Calif.
Nov. 20, 1976
By W.H. Spencer

80 NOV/JR	
Darin DiMaria	Yam
80 EX	
Doug Chandler	Fug
100 NOV/JR	
Mitch Luhdorff	Hod
Brad Brown	Hod
100 EX	
Doug Chandler	Hod
100 NOV	
Rick Lovitt	Hod
John Gonzales	Hod
125 NOV	
Art Anchondo	Yam
Eric Kiser	Yam
Tim Ishida	Suz
125 JR	
Pat Krzrarich	Yam
Brad Spencer	Yam
125 EX	
Rod Spencer	Hod
Chris Paulson	Kaw
175 NOV	
Mark Saric	Yam
Dean Coca	Yam
250 NOV "A'	
Terry Dickson	Yam
Rocky Speakman	Yam
Steve Zanone	Yam
250 NOV "B"	
Jim Filice	Yam
Rob Spencer	Bul
Tom Santoro	Suz
250 JR	
Pat Krzrarich	Bul
Tony Gould	Bul
Manuel Ponte	Bul
250 EX	
Rod Spencer	Hod
Gary Tonda	Bul
Mike Delacy	Yam
360 NOV	
Darrell Dugish	Yam
Wayne DePriest	Yam
360 JR	
Bob Groothoff	Hon
Paul Furbush	Bul
Chuck Foster	Hon
360 EX	
Tony Alves	Yam
Roy Taboada	Bul
Don Bailey	Yam

Pacific Coast Indoor Spdwy Championship
San Francisco, Cal.
Nov. 26 & 27, 1976
By W. H. Spencer

FRIDAY	
SCRATCH MAIN	
Mike Bast	
Mike Faria	
Rich MacMurray	
SCRATCH CONSOL	
Steve Bast	
Mike Rooney	
Paul Orlandi	
HANDICAP MAIN	
Dave Faria	
Mike Bast	
Mike Faria	
HANDICAP CONSOL	
John Cook	
Dennis Robinson	
Rich MacMurray	
DIV II MAIN	
Rick Delacy	
Dennis Pyeatt	
Bill Manly	
JR MAIN	
Lance King	
Sam Bast	
Ron Kirby	
SATURDAY NIGHT	
SCRATCH MAIN	
Mike Bast	
Mike Faria	
Steve Bast	
SCRATCH CONSOL	
Mike Curoso	
Paul Orlandi	
Rich MacMurray	
HANDICAP MAIN	
Mike Bast	
Mike Curoso	
Scott Autry	
HANDICAP CONSOL	
Dave Faria	
Steve Bast	
Mike Rooney	
DIV II MAIN	
Rick Delacy	
Glenn Hutchinson	
Marty Lewis	
JR MAIN & JR CHAMPION	
Lance King	
INDOOR CHAMPIONSHIP FINALS	
Mike Bast	
Mike Faria	
Rich MacMurray	
Paul Orlandi	
HANDICAP INDOOR CHAMPION	
Dave Faria	47
Mike Bast	43
Mike Curoso	41

D-36 Indoor ST
San Jose, Calif.
Nov. 13, 1976
By W.H. Spencer

80 NOV/JR	
Kurt Chandler	Yam
Bill Harrell	Yam
80 EX	
Doug Chandler	Hod
Adam Souza	Yam
100 NOV/JR	
Brad Brown	Suz
Mike Luhdorff	Hod
100 EX	
Tracy Hays	Yam
100 NOV	
Rick Lovitt	Hod
Ernie Acosta	Yam
125 NOV	
Curt Miller	Yam
Danny Espinosa	Yam
Jim Tucker	Hon
125 JR	
Pat Krzrarich	Yam
Wayne Thompson	Yam
125 EX	
Rod Spencer	Hod
Tom Reynolds	Yam
Brian Pecore	Suz
175 NOV	
Mark Saric	Yam
Keith Hyatt	Bul
200 NOV	
Francis Masur	Bul
250 NOV "A"	
Brian Kavanaugh	Hon
George Smith	Bul
Steve Zanone	Yam
250 NOV "B"	
Randy Holycross	BSA
Terry Dickson	Yam
Tom Santoro	Bul
250 JR	
Bill Miner	Oss
Jeff Atkins	Bul
Jon Boyette	Suz
250 EX	
Rich Luhdorff	Kaw
Rod Spencer	Hod
Don Bailey	Yam
360 NOV	
Darrell Dugish	Yam
Jody Emery	Hon
Leonard Ponte	Yam
360 JR	
Bob Groothoff	Hon
Paul Furbush	Bul
360 EX	
Gary Tonda	Yam
John Tavis	Hon
Don Bailey	Yam

P.I.T.S. Turkey Trial
Murderers Gulch, Ca.
Nov. 21, 1976

EX CLASS	
Lane Leavitt	2
Steve Darrow	12
Joe Masculine	18
Bruce Bolden	23
Mike Fenner	32
AM CLASS	
Mark Daniel	39-15
Kevin Cullen	55-7
Mike Parsons	55-6
NOV CLASS	
Howard Galbreath	49
Dan Suffin	52
Steve Galbreath	57-8
KIDS CLASS	
Lance Sayler	22
Jimmy Flewelling	32-14
Clive Belvoir	32-7

P.I.T.S. Trial
Hollister, Calif.
Nov. 13-14, 1976

NOV A	
Steve Rempel	27
Ron Simmons	27
Dan W. Barker	33
GREYBEARDS	
Hawley Slayton	19
LADIES	
Denise Bolden	35
JR	
Johnnie Buller	54
Andy Daniel	61
Leonard Buck	65
TRAIL BIKES	
Jon Lyter	24
Hal Freisen	25
Frank Varns	43
EX	
Joe Masculine	74
Bruce Bolden	75
John Moore	77
AM	
John Henely	69
Matt Koue	75
Mel Glaze	94
NOV SUNDAY	
Jon Darrow	80
John Hussman	88
Richard Blair	103

CMC Semi-Pro MX
Corning, Calif.
Nov. 28, 1976
By L. Moore

PEE WEE	
Jeff McKenna	Hon
MINI EX	
Jeff Fuller	Yam
MINI INT	
Bobby Moore	Itj
MINI JR	
Jeff Quandt	Yam
Ward Skalicky	Yam
Ron Jones	Hon
100 JR	
Tim Mulvely	Suz
Scott Dorman	Yam
Billy Scott	Yam
125 JR	
Scott Phillips	Suz
George Bauder	Yam
Rick Lederer	Hon
125 INT	
Mel Sample	Hon
Dale Castleman	Yam
Art Brukhart	Hon
250 JR DIV I	
Alex Shanks	Suz
Bill Schirmann	KTM
Jim McMahen	Yam
250 JR DIV II	
Pete Pellkofer	KTM
Jeff Polan	Suz
Brad Sanders	Hon
250 INT	
Jason Lamoureaux	Yam
Charles Compton	Yam
Maurice Merrill	Bul
OPEN JR	
Wayne Rogina	Suz
Bob Heikka	Suz
Eddy Jones	Bul
OPEN INT	
Ken Nickerson	Bul
Jerry McBrayer	Suz
Randy Winship	Hus
TURKEY	
Gregg Duralia	Suz
250 EX	
Matt Coleman	KTM
Rick Shafer	Suz
125 EX	
Eric McKenna	Hon

Turkey Run Hare Scrambles
Delle, UT
NOv. 21, 1976
By Dorde Woodruff

MINI A 12-15	
Tim Salt	Yam
MINI NOV 12-15	
Brian Wallace	Hon
MINI A 7-11	
Tracy Hill	Yam
MINI NOV 7-11	
Alan Workman	Yam
EX OPEN	
Jay McGinnis	Hus
Wayne Spencer	Yam
Laddie King	Yam
EX 250	
Scott Gerber	Bul
Robert Howard	Yam
Dave Blaylock	Bul
AM OPEN	
John Dialogue	Suz
William Freshwater	Mai
Buddy Richardson	Hus
AM 250	
Scott Statham	Yam
Joel Rucker	Yam
Bill Murphy	Suz
AM 125	
Davey Spencer	Hon
Doug Barrus	Yam
NOV OPEN	
Kevin Bogue	Rok
Earl Chapman	Hus
Vic McGinnis	Yam
NOV 250	
Bret Butler	Bul
Dave Webster	Oss
Frank Welch	Yam
NOV 125	
Robert Wagner	Yam
Kelly Sorenson	Yam
JACK BENNY EX—AM	
Ken Grio	Hus
JACK BENNY NOV	
Donald Davis	Suz

John Zink National Enduro
Skiatook, OK.
Nov. 14, 1976
By Scott Spahr

OVERALL	
Jack Penton	Pen
Dick Burleson	Hus
Bob Popiel	—
Jim Fogle	—
Stan Rubottom	—
TOP "B" RIDER	
John Kiekel	
0-200 "A"	101-125 "B"
Tom Dennis	Dale Brigance
Bill Uzzell	Jerry Semler
GaryCollins	M. Palmer
210-UP "A"	126-200 "B"
Dick Burleson	Paul Kellner
Bob Popiel	Roger Hall
Jim Fogle	Mike Holaus
SR OPEN	201-250 "B"
J. Buffaloe	Dale Pressnall
J. Moss	Roger Cox
G. Guyton	R. Moore
WOMEN'S OPEN	251-UP "B"
Helen Syler	Steve Rimmer
Debbie Hackler	Ken Brewer
Kenni Spahr	Frank Dickson
0-100 "B"	201-UO "C"
Jerry Scott	L. Owen
Charlie Young	J. Strickland
R. Williams	D. Frost

CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

January 5

M.O.R.E. MEETING
Brookes Cyclery, 1615 Almaden Rd, San Jose, CA. Santa Clara Cty. Chapter Agenda items: Hollister Hills MC Park Hearing; Excessive insurance rates for road bikes; action plan regarding Parks & Rec. ORV Fund mismanagement. Call Chas. Williamson, 408/241-0278.

January 6

P.I.T.S. NOVICE TRIALS
Murderer's Gulch, Auburn, CA., take I-80 east from Sacramento to Forrest Hill exit, follow signs. Nov. A,B, Kids classes. Entry $3. 916/726-3838.

January 7

CMC NIGHT MX
Irwindale Racwy., Irwindale, CA., at 605 and 210 Frwys. Pit opesn 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

January 7, 8, 9

MOTORCYCLE, CAR, HOT ROD SHOW
Antelope Valley Fairgrounds, Lancaster, CA. mostly cars. 213/588-1934.

January 8

ELSINORE TT
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign 6 p.m.; prac 7; race 8 p.m. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg., Exp. 714/674-5383 or 826-2386.

PARKER 400 PRE-RUNNING
Course opens for Pre-running. SCORE Int., 20944 Sherman Way, Suite 115, Canoga Park, CA 91303.

INDOOR SHORT TRACK
Johnson Arena, Harrah, OK. ½ mi. west of Harrah-Newalla Rd. on S.E. 29th, 20 mi. east of OK City. Purse $640. Entry Am. $5; Exp. $10. Am. classes plus Exp. Prac. 4:30 p.m.; Am races. 7 p.m.; Exp. races 9 p.m. 411 Yukon Ave., Yukon, OK. 405/354-5184.

CMC $2,000 INDOOR MX
El Paso Coliseum, El Paso, TX. Mini, 125, 250, Open Jrs., Srs., OT. Jr. classes pay 10 trophies, first place four feet high. Srs. pay first five places. Ams. $15 pre entry, $20 post; Srs. $20 pre entry; $25 post. Start 6 p.m. Desert Products West. 915/581-3386.

January 9

BOSS-CMC SEMI-PRO MX
Helvetia Prk. All classes, Inc. Mini. 30% brass, 100% Pro. B.P. Nov. sign by 7:00 a.m.; race 8:30 a.m. Pro., Int. sign by noon, race 1:00 p.m. Entry $8-$15. Write 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

D-37 HARE SCRAMBLES
Lucerne Vly., Camp Rock Rd. Limed from Y Cafe. 45 mi. loop twice. Beg. & Trail one loop. Vikings MC, 704 Elsberry Ave., Valinda, CA. 91744. 213/336-1120. 10 a.m. start. $8 entry.

CMC YOUTH MX
Argyle Prk., 13 mi. south of Dixon on Hwy. 113, CA. Gate 7:30, race 10:00 a.m. Entry $8. 60 Jr. & Int., Exp. 916/635-5240. Write 2210 Kimwood Ln., Rancho Cordova, CA. 95670.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 ay Lagonia Ave., Elsinore, CA. All new speedway practice track. 714/674-5383 or 826-2386.

AMC $2,000 MOTOCROSS
Saddleback Prk., Orange, CA. $2,000 cash to 125, 250, Open Pros; Mail entry $20, post entry $25. $100 cash purse or 100% payback (whichever is greater) to both Mini and 100 Pros; Mail entry $12, post $15. Beg., Jr., Int. entry $8 mail, $10 post. Non-members $2 extra. Free chain lube each entry, free color pix each winner. $3,000 med ins. Mail entries by Jan. 7, AMC, Box 392, Tustin, CA 92680. 714/581-2778.

URA FROSTY CACTUS FAMILY ENDURO
Charlie's place, limed from Hwy. 395 and Trona rd., CA. Key time 8:01 a.m. PP Beg, under 16, minis go one loop, other two loops. 20% brass. Mail $9.50 for one loop; $11 for two loops; Post $10.50/$12.50. 2&3 man teams add $1 per rider. Decals and finisher pins. Two legal size self addressed stamped envelopes to URA, 6622 Gerald Ave., Van Nuys, CA. 91406. 213/785-9673 after 4 p.m.

D-36 HARE SCRAMBLES
North End Winnemucca Dry Lake, limed from Fernley, Nev. Take I-80 east from Reno, NV about 13 mi. to Fernley. Western States Racing Assn. Entry $15 pre; $20 post. Start 10:00 a.m. Windmill 161KM race. Two 80 KM loops. Minis run separate course. Finisher t-shirts. 702/972-7295.

D-36 MOTOCROSS
Seras Pt. Rcwy., Sonoma, CA. Gates open 6:30 a.m.; prac 8 a.m. 125, 250, Open, Nov, Jr, Exp, 100% Exp. pay back. Hwy. 37 and Hwy. 121, Sonoma, CA., near Vallejo. 707/938-8448.

MOTOCROSS
Oak Hill, Alvord, TX. Go north from Decatur, TX on 287-81, six miles, exit Mt. Zion Rd., follow signs 3 mi. to track. Pro-Am. Nov., mini start 10 a.m.; Int., Exp. start 2:00 p.m. Mini, Nov. entry $5; Int. $6; Ex p. $8. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663 nights; 263-0152 days.

$300 HILLCLIMB
De Anza Cycle Prk., 10 mi. eas tof Riverside, CA on Hwy. 60, Theordore exit. $300 purse. Super Hill. Stock, Modified classes plus 250-360 Beginners class. Silencers, kill switches required. Sign 7-9:00 a.m. $3 gate, $6 entry. $2 specators. 714/653-5840, 653-2633, 653-7979.

SEMI-PRO MX
Sacramento Rcwy., Hwy. 50, south on Sunrise, right on Hwy. 16, north on Excelsior Rd to Sacto. Rcwy. Overnight camping. Gate opens 6 a.m.; race 9 a.m. Exp. entry $15; Sprtsmn entry $8. Gate clses 11 p.m. 916/961-3081 or 961-1211.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 7 a.m., race 9 a.m. Gate $2, entry $3.50. Lightweights MC. 213/860-4565.

CMC MOTOCROSS
Mountain High, 34 mi. northeast of Fresno, CA., north on Hwy. 99 to Northfork exit, follow signs. 100% Pro payback, 30% trophies. Entry $6 mail, $8 post, Pros $15. Box 464, Bass Lake, CA. 93604. 209/291-8793.

D-36 MX
SEars Pt. Rcwy., Sonoma, CA, at Hwys. 37 and 121. Uses parts of natural terrain Trans-AMA MX course. Gate opens 6:30 a.m.; first race 9:30. Pro entry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under $12 spec. $1. 707/938-8448.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 mail entry. CMC, Box 1402 , Costa Mesa, CA 92626. 714/557-3323.

$1,000 MOTOCROSS
New Mexico Motocross Club, Las Cruces, NM. 505/522-2720.

AME MX
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway exit. All classes. 100% Pro payback. Entry $8 and $12. $4,000 med. ins., free camping, 30% trophies. Sign up from 7-8:30 a.m. 805/937-6171. Write 3292 Ferndale Dr., Santa Maria, CA.

AME MINIS
Indian Dunes, Valencia, CA. All classes, Pee Wee through 105cc. Gate opens 7 a.m.; sign 'til 8:30; prac. 8; race 9 a.m. Entry $6, memb. required $8. 33% trophies, $4,000 med. Ins. AME, Box 1421, Reseda, CA 91335. 213/881-5778.

C.A.T. CHARITY TRIALS
Central Arizona Trials, Phoenix, AZ. Start 10 a.m., sign 8:30 a.m. Entry $6, C.A.T. & S.A.T.A. $4, Classes A&B $2. Spectators free. Mufflers, spark arrestors required. 277-4001.

MARATHON
Sand Hill Ranch, Brentwood, CA., corner Vasco & Camino Diablo. $6 per bike. No cards required. Prac. 9:30, race 10. No minis. 100, 125, 250, Open run together, scored separately. One or two men per bike. Rt. 2, Box 143C Brentwood, CA. 687-2159, 634-2086.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate opens 7, sign 'til 8:30; prac. 8; race 9 a.m. Entry Sptsmn. $8 pre, $10 post. Pros $12 mail, $15 post. Memb. required, $8. $4,000 med. ins. 30% trophies to Sprtsmn. Mail entry by Friday before race. AME, Box 1421, Reseda, CA. 91335. 213/881-5778.

DRA HARE SCRAMBLES
$350 purse. Two 30-mi. loops. Limed from California City Golf Course and 17 miles north of Four Corners on Hwy. 395, left side. 10:30 a.m. start. Trophies, finisher pins. 714/373-4647.

January 11

AMA SPDWAY. CONTROL BOARD
Western Div. meeting, Palomino Rm., 3405 El Camino Ave., Sacramento, CA. 7:30 p.m. Election of rider reps to the board and more. Write 3210 Balmoral Dr., Sacramento, CA 95821 for Spdwy. Control Board info.

January 13

SPEEDWAY ICE RACING
Fairgrounds Auditorium, Oklahoma City, OK. State Fairgrounds off I-40 in West Oklahoma City. 8 p.m. start. 16-rider championship program, 21 races. Pro, by invitation. Purse is 30% or gate. U.S. Spdwy. Promotions, Box 7737, Amarillo, TX 79101. 806/352-6697.

January 14

MOTORCYCLE SWAP MEET
Movie World Exhibit Center, 6900 Orangethrope, Buena Park, CA. R.G. Canning's Show Headquarters, Box 400, Maywood, CA 90170. 213/588-0763.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

Jan. 9th $2,000 Cash Purse

125 — 250 — Open Pros

Saddleback Park

Mail $20 Post $25
$100 guaranteed purse or
100% payback (whichever is greater)
to both Mini & 100 Pros
Mail $12 Post $15

Beginner — Junior — Intermediate $8 Mail $10Post
non-members $2 extra

AMC

Prizes & Contingencies from:
Norstar/Munari, Scott USA
Bel Ray, FMF, Lee's Pipes
$3,000 medical coverage

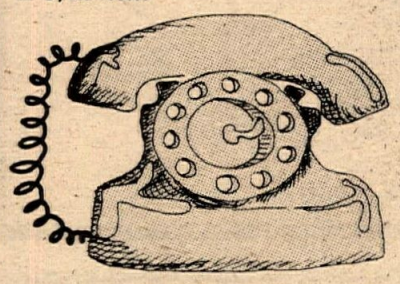
Entries available at: Saddleback Park, Flying Machine Factory, Norm Reeves Honda — Anaheim, & all AMC events. Must be received no later than Friday, Jan. 7, 1977.

Norstar/Munari cash contingencies: 125, 250, & Open Pros — 1st $60, 2nd $30, 3rd $15. $25 gift certificate to all 1st place 100, 125, 250 & Open Beg, Jr, & Int.
To be eligible all riders must be wearing either Norstar or Munari boots.

AMC
PO B ox 392
Tustin, CA 92680
info: 714-581-2778

FREE can Bel Ray chain lube to each entry
FREE 8x10 color photo to 1st place in each class
FREE monogramed AMC pen to each entry

All it takes
To begin your advertising campaign
is a phone call
To the advertising department at Cycle News



213-427-7433
And our courteous staff will help you put it together

MX track open 5 days a week
RACING WORLD
ESCAPE COUNTRY
Trails open for riding 7 am til dusk 7 days a week

Events Scheduled:

Jan. 9
CRC/E.C.R.A.
European Scrambles & Team Race

Jan. 30
$1,000
MX ECRA
Hilltoppers Gran Prix
Feb. 5 & 6

Sat. racing discontinued until Jan. 15 — New series starting — watch Cycle News.

714-581-6400 Trabuco Canyon

Flat Track
Triple Header
½ mile — ¼ mile
Sunday,
Jan. 16
Open 9 am
info: 714-735-1705
Corona Raceway

SADDLEBACK
Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros
Jan. 15 — $600 Purse
Motocross
Every Saturday
24 hour Info. Call 714-830-8010
Gate opens 7:30, Practice 8:00
Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros $13.00
No Membership or mail entry required
Not affiliated with Saddleback Park

AMA **District 37**
Grand Prix Scrambles
Desert MX Enduro
We've got it all!
info: 714-646-5186
or write: 899 Darrell,
Costa Mesa, CA 92626
District Hotline 714-631-3700
Up to date race information

Ride the 1st Annual PVDR
El Cheapo enduro Jan. 23
60 Mile FAMILY RUN - All Classes - SUPER CHEAP PRICES!
PVDR, P.O.Box 282, Montclair, CA. 91763 714/627-8372

Race Schedule
Jan. 9 — Escape Country
Jan. 16 — Indian Dunes
Jan. 23 — De Anza
Jan. 30 — Indian Dunes
CRC
213-830-7519

AMC
RACE SCHEDULE
Jan. 9 — Saddleback
Jan. 16 — De Anza
Jan. 23 — Saddleback
Jan. 30 — Escape Country
INFO 714-581-2778

THE M.O.R.E. BENEFIT GRAND PRIX

SUNDAY JAN. 23 AT SADDLEBACK PARK

A 5-mile course through Saddleback Park using the entire "Baja De Saddleback" course plus Rain canyons, Fast Fire Roads, 1¼-mile Oval, Uphills, Downhills, Whoopdies, and Sand Washes...

★ Trophy Plaques to the Top 10% in Class
★ Trick! Finisher T-Shirts
★ Super Club Participation Trophy ★
Helmets! — Silencers! — 2 No. Plates Required

ALL CLASSES RACE 1 HOUR (Mini's, 100's, 125's, 250's, Open, Powder Puff, 4 Strokers, Old Timers, and a Team Race) GATES OPEN at 7:00 A.M., Practice Starts at 8:00 A.M., FIRST RACE at 9:00 A.M., Sign Up Closes 10:00 A.M. SHARP

SEND 2 S.A.S.E. W/ENTRY — PRE-ENTRY $9.00 (Cheap!) CLOSES 1-15-77
POST ENTRY $12.00
M.O.R.E. G.P. P.O. Box 6334, Orange, California 92667

Social Security No. _____
Name _____ City _____ State _____ Zip _____
Address _____ Phone _____
RIDING CLASS ☐ Beg. ☐ Nov. ☐ Am. ☐ Ex. ☐ Senior ☐ Powder Puff ☐ Mini Age _____
Make & Size of Bike _____ Club _____ (and or) Shop _____

I do hereby Certify that I possess the necessary skills and physical endurance for an event of this type. It is also understood and agreed that, **Motorcycle Racing is a dangerous activity** so I hold **at no fault** the sponsors of this event, their agents or the land owners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I hereby consent to medical aid and transportation** in case of injury **with cost of such aid or transportation to be borne fully by me.**

SIGNED _____ Date _____
(I have read & agreed to all the above)
PARENT'S APPROVAL _____ (required if entrant under 18)

FOR FURTHER INFO: M.O.R.E. (714) 586-3162 or SADDLEBACK (714) 558-1584

Northern California's Classic MX Course
Winter Championship Series Motocross
Sears Point Raceway Jan. 9
Gates open 6:30 am Practice 8 am Novice to Junior $8.00
Spectators & Pit $3.00 100% payback to Experts
Experts $15.00 125 — 250 — Open classes
Hwy. 37 & 121, Sonoma, CA
707-938-8448

CRC
Desert
Team Race
Jan. 16
Lucerne Valley
start time 10:00 am
Entry fee $10.00 per rider
2 riders — 1 or 2 bikes
go 6 laps on a 20 mile course
Iron Man class
go all the way
50% trophies and finisher pins
No membership required
info: 714-689-6114 days

Race with AME
AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Indian Dunes
Sunday, Jan. 9
Sunday, Jan. 23
+ Youth Division
(Pee Wee thru Minis)
Sprockets Park
Sunday, Jan. 16
213-881-5778

ADRA Race Schedule
Jan. 16 — Desert Duel
602-252-1900
1408 East Granada
Phoenix, AZ 85006

CRC
Bar Bender Family Enduro
Jan 23
Charlie's Place
Red Mountain
1st CRC point run for 1977
A real time keeping Enduro
714-689-6114 days

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of monthis Points Night. Buy entry at track night of event. 714/557-3323.

January 15

ELSINORE TT
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign 6 p.m.; prac 7; race 8 p.m. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg., Exp. 714/674-5383 or 826-2386.

SCORE AWARDS BANQUET
Grand Ballroom, The Inn At The Park Hotel, Anaheim, CA. Cocktails 6:30 p.m., dinner and wards 7:30 p.m. $15 entry per person, reserved tables for 10 people $150. SCORE, 20944 Sherman Wy. Suite 115, Canoga Park, CA. 91303.

SPEEDWAY ICE RACING
Amarillo Civic Center Colisum, Amarillo, TX. 8:00 p.m. start. Pro by invitation. 16 rider program, 21 races. Purse is 30% of gate. U.S. Spdwy. Promotions, Box 7737, Amarillo, TX 79101. 806/352-6697.

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds. Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd bike $2.50, p½its $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

January 16

CMC YOUTH MX
Helvetia Prk., Harbor turnoff, West Sacramento. 7 mi., along river. All mini classes plus 100cc Jr., Int., Exp. Gate 7:30; prac. 8:30; race 10:00 a.m. Entry $8. Write 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

BOSS-CMC SEMI-PRO MX
Argyll Prk., Hwy. 113 13 mi. south of Dixon, CA. Entry $8-$15. Nov. sign by 7, race 8:30 a.m. Pro., Int. sign by noon, race 1:00 p.m. All classes. Write 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

ERA MOTOCROSS
At Franklin on Territorial Rd, Chesire, OR. Prace 11, race noon. Sign 10 a.m. Trophies. Jr. & Esp. classes. Pro class. 125, 250, Open. Entry $4, $7 for Pro. Write 2810 Dahlia Ln., Eugene, OR 97404. Call Angie, 503/688-1274. 100% pro P.B. overnight camping OK if prior notice to us. Hwy. 99N to Meadowview Rd., left to end. Turn right, then first left to end, turn right, follow left fork. Follow signs.

AME MX
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway exit. All classes. 100% Pro payback. Entry $8 and $12. $4,000 med ins., free camping, 30% trophies. Sign up from 7-8:30 a.m. 805/937-6171. Write 3292 Ferndale Dr., Santa Maria, CA.

D-37 HARE SCRAMBLES
Rat Race by Desert Rat s MC. Rescue 3. 10 a.m. start. $8 entry. Two 35-mile loops Beg. and Trail Nov one loop only. Limed from Trona Rd., "Old" Red Mountain, CA 651 Haether, La Habra, CA. 90631. 213/697-8278.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse, or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3; entry Nov. $5; Int. $6; Exp. $7. Nov. prac 1:00 p.m.; race 1:45 p.m. Payoff to Senior class only. All classes. 817/277-9917 or 267-9153 or 236-8138.

CMC MOTOCROSS
Cycle Land Spwdy., Chico, CA., U.S. 99E at Gage-Shippee Rd. Sign 8-11 a.m.; prac 9-10:30; race 11 a.m. Call 916/342-9302 oe 342-4216.

U.E.A. SILVER DOLLAR ENDURO
Formerly known as the Ride-On Enduro. A genuine family enduro at real family prices. $8.50 for two loops, $7 one loop mail entry. 50% mini trophies; 20% trophies other classes. Time keeping school taught Saturday by Nat'l. Enduro Winner Larry Langley. Mail entry closes Jan. 5. Post entry $10 two loops, $8 one loop. 7822 Ducor Ave., Canoga Park, CA. 91304. 213/887-6108 or 714/840-3409.

MOTOCROSS
McAllen Motocross Park, McAllen, TX. Take South 10th to Miller Int. Airport. Mini, Super-mini, 100, 125, 250-Open; Expert 125-250-Open. Exp. purse $60, 40, 20, 10. Trophies for Jrs. McAllen MC, Nick Castillo, 312 N. 4th, McAllen, TX 78501. 512/686-4181.

CRC DESERT TEAM RACE
Lucerne Vly., CA. Limed from Y Cafe. Six laps, 20 mi. course. Two riders on one or two bikes. Switch riders each lap. Super finish pins. Start 10 a.m. $10 per rider. 714/689-6114 days.

MOTOCROSS
Edwards AFB, corner Forbes and Lancaster Ave. Take Hwy. 14 to Rosamond, then Rosamond Blvd. to Edwards. Exp. entry $8, others $6. Beg., Jr., Int., Exp. classes. Gift certificates to 1st and 2nd Experts. Free camping. Spectators free. Same day brass, 33%. Desert Wheels MC, Box 37, Edwards, CA 93523. 805/258-4250.

D-36 MX
Marysville, CA., under Hwy. 70 "E" Street bridge. Take Hwy, 70 to Beale Rd., then over levee on Shad Rd. Rain or shine. Sprtman. entry $8; Exp. entry $15. 100% Pro payback. Bonus trophies. Vets, OTs, Minis, PP plus reg. classes. Sign 7:30, race 9:00 a.m. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

CMC MOTOCROSS
Dunlap Cycle Park, near Fresno, CA. Take Hwy 180 to Dunlap Rd., 4 mi. to track. 100% payback to Pros. Entry $6 mail, $8 post. Sign at 6:30, race at 9 a.m. Pro entry $15. 30% trophies. 2250 McKinley, Fresno, CA. 209/233-1834.

D-36 QUICKSILVER ENDURO
Clear Creek, CA. Limed from Old Coalinga Rd. and King City, CA. 22782 Ordonez Dr., Salinas, CA. 93901. Entry $10. Start 8:01 a.m. Fee includes weekend camping and finisher patches. Spark arrestors and green stickies required. 408/422-3232.

SEMI-PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac. 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain r shine. 241-1100.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Hwy. 580 to Vasco Rd., follow signs. Entry $8, spectators $3, spectators under 12 free. 125 races at 9 a.m.; Old Timers at 9 a.m.; 250 at 11:30; Open at 2 p.m. Sign up one hour before race. 408/926-2715. Los Gatos MC, Box 802, Los Gatos, CA 95030.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

AMA D-36 ROUGH SCRAM.
Pioneer Arena, Oakdale, CA. South off Hwy. 120 on Pioneer Ave. Sign 7:30-10; prac. 9-11, race 12 noon. $5 ride; $3 watch. Semi-pro $5 at gate, $2.50 signujp makes $7.50 which gives 100% p ayback. $25 added purse in each Expert class. Open traction. 9600 Pioneer, Oakdale, CA 95361. 209/869-1457.

AME MOTOCROSS
Sprockets Prk., Bakersfield, CA. All new track, new starting gate. Free overnight camping. Post entry only, $8 sprtsmn., $12 pros. Memb. req., $8. 30% trophies, payback to Pros. Gate opens 7, prac. 8, rac e 9 a.m. $4,000 med. ins. AME, Box 1421, Reseda, CA 91335. 213/881-5778.

ADRA DESERT DUEL
Dateland, AZ. 10 a.m. start. About halfway between Gila Bend and Yuma, AZ. Arizona Desert Racing Association, 1408 E. Granada Rd., Phoenix, AZ 85006. 252-1900. Post entry members $20, non-members $25. Marked from two locations off I-8, if coming from Phoenix or Tucson exit at Sentinel, if coming from CA. exit at Dateland, follow orange arrows. Spectators $1. Start pins, finish pins, insurance, decal, T-shirt. $100 to first overall, $200 in second win in a row.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. All new speedway practice track. 714/674-5383 or 826-2386.

January 18

CRC AWARDS NIGHT
Shakey's Pizza, 5941 Van Buren, Riverside, CA. 1976 awards. Spectators welcome. MX, Enduro Championships awarded. Door prizes, contingency awards. Starts 7 p.m. 714/689-6114 days; 213/830-7519.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____
Location _____
How to get there _____
Classes _____ Purse _____ Entry fee _____
Mailing address _____
Other info _____
Your name _____ Phone number for info _____

CALENDAR

January 22

ELSINORE TT
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign 6 p.m.; prac 7; race 8 p.m. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg., Exp. 714/674-5383 or 826-2386.

January 22-23

CMC GOLDEN STATE SERIES $5,000 MX
Sacramento OHV Park (old McGill Park), Sacramento, CA. From Sacto. take Hwy 50 north to Prarie City Rd, turn right to White Rock Rd, Turn right one block to park. On Saturday, Jrs., Ints., Minis, 100, 125, 250, Open. Three motos. Trophies to 5th place. Open 6:30 a.m.; prac. 7:30; sign 'til 8:30; race 9:00 a.m. $10 per class entry. Sunday, $5,000 Pro purse. less 15% for overall 3-race winner) 125, 250, Open. Two motos. Open 6:30 a.m.; prac. 9; sign 'til 9:30; Qualify 11; race noon. Pro entry $25 per class mail entry; $35 post. S & P Productions, Box 160607, Sacramento, CA. 95816. 916/422-7233; 916/451-2853; 916/351-0271.

January 23

COWHOUSE ENDURO 100 MILE
Fourth annual Cowhouse Enduro sanctioned by Texas State Championship Enduro Circuit, For Hood (Killeen) Texas. Enter Ford Hood main gate, follow signs. Entry $13 pre, $18 post. FHDRC, Drawer A, Ft. Hood, TX 76544. Call B.J. Cummings, 817/634-1716 after 6

AME MINI MX
California Mini Winter Championships, Indian Dunes Park, Valencia, CA. International track. Pro style minicycle MX. Three foot 1st place trophy. 33% brass, all classes. Entry $10, post entry $20. Pre entry deadline Dec 9. Membership required, $8 for 1977. $4,000 med ins. AME, Box 1421, Reseda, CA. 91335. 213/881-5778.

CRC BAR BENDER ENDURO
Charlie's place, Red Mountain, CA. First CRC point run for 1977. A real time-keeping enduro. 714/689-6114 davs.

EL CHEAPO FAMILY ENDURO
I-15 to Sidewinder Rd., follow markings. North of Victorville, CA. Start 8:01 a.m. Entry: Mail one loop $5.49; two loops $6.49. Post one loop $6.49; two loops $7.49. Sat. mini-enduro $1.99. Pomona Valley Desert Riders, Box 282, Montclair, CA 91763. All classes and teams, 15% trophies to finishers, super finisher pins. Call 714/627-8372

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate opens 7, sign 'til 8:30; prac. 8; race 9 a.m. Entry Sptsmn. $8 pre, $10 post. Pros $12 mail, $15 post. Memb. required, $8. $4,000 med. ins. 30% trophies to Sprtsmn. Mail entry by Friday before race. AME, Box 1421, Reseda, CA. 91335. 213/881-5778.

MARATHON
Lodi Cycle Bowl, Lodi, CA. Lodi MC, Inc., 5801 East Morse Rd., Lodi, CA. 95240. Open traction. Start 9:00 a.m. Over 14 yrs. old, 125, 250, Open race for 1½ hrs. Minis (100cc max) race 1 hr. Over 14 yrs., entry $7; under 13 $5. One or two riders per bike. No rider ns. 209/368-7182 or 931-3722.

CRC BARBENDER ENDURO
Charlie's Place, Red Mtn., CA. Limed from Hwy. 395 and Trona Rd. A, B, C riders welcome. Start 8 a.m. Decals, finish pins. Women, minis, C, under-16 riders go one loop. All other two loops. Family teams free. 2 & 3 man teams add $1 per rider. Mail $11 and 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 1977 members deduct $2. Post entry $13. 714/689-6114.

D-37 HARE & HOUND
Johnson Vly., CA. Lucerne Vly to Camp Rock Rd., to Anderson Dry Lake. 10 a.m. start. Entry $9. Rescue 3. Beginners, Pie Plates, Sidehacks welcome. 100 mi. Beg., Trail Nov. one loop. Finish pins, trophies. San Bernardino Vly. MC, 7896 Kempster Ave., Fontana, CA 92335. 714/882-2639 or 822-8922.

MOTOCROSS
Oak Hill, Alvord, TX. Go north from Decatur, TX on 287-81, six miles, exit Mt. Zion Rd., follow signs 3 mi. to track. Pro-Am. Nov., mini start 10 a.m.; Int., Exp. start 2:00 p.m. Mini, Nov. entry $5; Int. $6; Exp. $8. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663 nights; 263-0152 days.

DRA HARE SCRAMBLES
$350 purse. Two 30-mi. loops. 17 mi. north of Adelanto, limed right hand side of 395. 9:30 a.m. start. Trophies, finisher pins, scat, catering, photos. 714/373-4647.

CMC POINTS MX
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA 92626. 714'½557-3323.

CMC ROUGH SCRAMBLES
Cycle Land Spdwy., Chico, CA., at U.S. 99E and Gage-Shippee Rd. Sign 8-10 a.m.; race noon. Open traction. All classes if enough entries. Minis, Old timers. Food, drink. If in doubt due to rain, call 916/342-9302 or 342-4216.

January 28

AMA NAT'L INDOOR TT
Houston Astrodome, Houston, TX. $20,000 purse. 25-lap final. Expert only. Pre-enter before Dec. 30, 1976. Mail entry to AMA.

January 29

AMA NAT'L INDOOR ST
Houston Astrodome, Houston, TX. $23,000 purse money. 20 lap final. Expert only. Mail entry to AMA by Dec. 30, 1976.

ELSINORE TT
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign 6 p.m.; prac 7; race 8 p.m. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg., Exp. 714/674-5383 or 826-2386.

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd. bike $2.50, pits $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

January 29-30

BIG SPRING TRIAL
Big Spring, TX. West Texas Trial Assn. Ladies, Begs., Trailbikes, Nov. start 10 a.m. Sat.; Exp., Ams. start 1 p.m. Sat. Exp., Am., Nov., Trailbikes ride 10-15 more on Sun. Party Sat. night. Pre entry $10; late entry $13; one-day entry $5. Mail entry by Jan. 20. 3702 Boulder, Big Spring, TX 79720. 915/267-6985, 263-1541, 263-0854.

January 30

CMC GOLDEN STATE SERIES MX
$3,000 purse. Saddleback Prk., Orange, CA. Write Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

CMC POINTS MX
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00 a.m.; pract. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

D-37 HARE & HOUND
Western Region Hare & Hound Amateur Championship Qualifier. 10 a.m. start. One 130 mi. loop, two gas pits, Beginners Trail Novices go to first gas pit only. Limed north on Hwy. 395 from Hwy. 58, Four Corners. Post entry $9. Beginner entry free with AMA & D-37 card. Mail entry $9, closes Jan 23. Send two SASE and AMA entry form to Desert MC, 332 Mt. Holyoke, Pacific Palisades, CA. 90272. 213/454-3460.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse, or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3; entry Nov. $5; Int. $6; Exp. $7. Nov. prac. 9; Nov. race 10:00 a.m. Int/Exp prac 1:00 p.m.; race 1:45 p.m. Payoff to Senior classes only. All classes. 817/277-9917 or 267-9153 or 236-8138.

SEMI-PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac. 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 241-1100.

MARATHON
Lodi Cycle Bowl, Lodi, CA. Lodi MC, Inc., 5801 East Morse Rd., Lodi, CA. 95240. Open traction. Start 9:00 a.m. Ober 14 yrs. old, 125, 250, Open race for 1½ hrs. Minis (100cc max) race 1 hr. Over 14 yrs., entry $7; under 13 $5. One or two riders per bike. No rider ins. 209/368-7182 or 931-3722.

CMC MOTOCROSS
Cycle Land Spwdy., Chico, CA., U.S. 99E at Gage-Shippee Rd. Sign 8-11 a.m.; prac 9-10:30; race 11 a.m. Call 916/342-9302 or 342-4216.

SEMI-PRO MX
Sacramento OHV Park (formerly McGill's), Sacramento, CA. Hwy. 50 toward Placerville, south on Prairie City Rd., west on White Rock Rd. to park. Exp. entry $15; Sprtsmn. $8. Gate opens 6 a.m.; race 9 a.m. Overnight camping, gates closes 11 p.m. 6819 Oaklawn Way, Fair Oaks, CA 95628. 916/961-3083 or 961-1211.

CMC SEMI-PRO MX
Sand Hill Ranch, Brentwood, CA. Sign 7-8 a.m.; prac. 8:30; race 9 a.m. $9 Nov entry; $15 Exp. entry. Write Rt. 2 Box 243C, Brentwood, CA 94531. Track at corner of Vasc o Rd. and Camino Diablo, Brentood. 689-2159 or 634-3328 or 634-2086.

February 5-6

D-37 GRAND PRIX
Escape Country, Trabuco Canyon, CA. Second annual Hilltoppers MC GP. Showers, overnight camping. Mail entry $12; post $20, limited entry. IRRC. Participation and finisher pins. Mail entries to: (Seniors, women, 0-175) 6340 Indiana, Long Beach, CA 90805; (176-250) 6491 Downey, Long Beach 90805; (251-Open) 5919 Sunfield, Lakewood, CA 90712. Include 2 legal-size, S.A.S.E. plus photocopy of classification and AMA card. No minis. No water crossing. 714/898-4557 or 213/428-4971.

February 6

D-36 EUROPEAN SCRAM.
Plymouth Int. Rcwy., (hm. of Hangtown), Plymouth, CA. No rocks. Free camping. Signup starts 8 a.m., racing starts 9 a.m. Entry $8.50, spectators over 12 $2, kids free. Silencers. Blue Mtn. Timber Wolves MC, Box 149, Jackson, CA 95642. 209/239-1841.

CMC POINTS MX
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00 a.m.; pract. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

MARATHON
Brentwood, CA., Sand Hill Rnch., corner of Vasco and Camino Diablo. Rain or shine. 100, 125, 250, Open $25 for overall winner. Entry $6 per bike, $3 fee. Two hr. race starts 10 a.m. Sign 8:30, prac. 9:30 a.m. Classes run together, scored apart. 687-2159 or 634-2086.

February 11

MOTORCYCLE SWAP MEET
Movieworld Exhibit Center, 91 Frwy. at Knott Ave., Buena PARK, CA.

February 11-13

SCORE PARKER 400
$100,000 contingency. Two loops in Arizona, one in California. First bike start 5:30 a.m. California time. Entry $250 per bike, plus $20 per entry insurance. $100 deposit before 2 p.m. Dec. 17 at SCORE headquarters. Balance due Jan. 21.

February 13

D-36 MX
Sears Pt. Rcwy., Sonoma, CA., at HGwys. 37 and 121. Uses parts of natural terrain Trans-AMA MX course. Gate opens 6:30 a.m.; first race 9:30. Pro entry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under $12 spec. $1. 707/938-8448.

CMC MX
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 mail entry. CMC, Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMC GOLDEN STATE SERIES MX
$2,000 purse. Argyle Park. Write BOSS MX, 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

CMC SEMI-PRO MX
Sand Hill Ranch, Brentwood, CA., corner of Camino Diablo and Vasco Rd. All classes. Exp. entry $15, others $9. Sign 6:30 a.m., prac. 8:30, race 9:30 a.m. New sand track. 100% Pro payback. 687-2159 or 634-2086.

SEMI-PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac. 9, race 10 a.m. Expert/Pro entry $15; Nov., 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 241-1100.

February14

CMC MOTOCROSS
Cycle Land Spwdy., Chico, CA., U.S. 99E at Gage-Shippee Rd. Sign 8-11 a.m.; prac 9-10:30; race-11 a.m. Call 916/342-9302 or 342-4216.

February 19

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd bike $2.50, pits $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

February20

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mial, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

D-36 EUROPEAN SCRAMBLES
Prison Hill Track, limed from south of Carson City, NV. Entry $10. First race 9 a.m. Free camping, bring water. Staggered sign up and races every half hour. Box 896, Carson City, NV 89701. 702/883-1137. 125 250, OT, Open.

February 26

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd bike $2.50, pits $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

February 27

D-36 MX
Sears Pt. Rcwy., Sonoma, CA., at Hwys. 37 and 121. Uses p½arts of natural terrain Trans-AMA MX COURSE. Gate opens 6:30 a.m.; first race 9:30. Pro etnry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under $12 spec. $1. 707/938-8448.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Hwy. 580 to Vasco Rd., follow signs. Entry $8, spectators $3, spectators under 12 free. 125 races at 9 a.m.; Old Timers at 9 a.m.; 250 at 11:30; Open at 2 p.m. Sign up one hour before race. 408/926-2715. Los Gatos MC, Box 802, Los Gatos, CA 95030.

CMC POINTS MX
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

April 2-3

RAND MOUNTAIN CLEAN UP
Sponsored by the Bureau of Land Management volunteer clean-up of Rand Mountain area near California City, CA. Co-sponsored by M.O.R.E., CORVA, 714/375-9726. Box 219, Ridgecrest, CA. 93555.

July 24-31, 1977

INT. FESTIVAL OF CYCLING
Harrogate, England. 40 races for pros, ams, ladies. Int. Cycle Exhibition. Booth space, race sponsorships available. Write Maurice Cumberworth, Hebden Hall Park, Hebden, Skipton, North Yorkshire, England.

1977
AFM Road Races

Feb. 13	Ontario
Mar. 20	Riverside
Mar. 27	Sears Pt.
Apr. 17	Sears Pt.
Apr. 23-24	Ontario
May 22	Riverside
May 29-30	Sears Pt.
June 5	Ontario
June 26	Sears Pt.
July 17	Ontario
July 24	Sears Pt.
Aug. 7	Ontario
Aug. 21	Sears Pt.
Sept. 4-5	Sears Pt.
Sept. 25	Riverside
Oc. 16	Sears Pt.
Oct. 23	Ontario
Nov. 20	Riverside

1977
CMC Road Races

Feb. 6	Willow Springs
Mar. 27	Ontario
Apr. 17	Willow Springs
May 1	Ontario
June	
July 31	Ontario
Aug.	
Sept. 18	Ontario
Oct. 9	Willow Springs
Nov. 6 or 27	Willow Springs
Dec. 4	Ontario

1977 F.I.M. Schedule World Championship Road Races

March 20	125; 250; 350; 500cc	San Carlos; Venezuela
May 1	50; 125; 350; 500cc	Salzburgring; Austria
May 7-8	All classes	Hockenheim; Germany
May 15	50; 125; 250; 350; 500cc	Monza; Italy
May 12-22	50; 125; 250; 350	Madrid; Spain
May 29	125; 250; 350; 500cc; sidecars	Paul Ricard; France
June 19	50; 125; 250; 350cc	Opatija; Yugoslavia
June 25	All classes	Asen; Holland
July 3	50; 125; 250; 500cc; sidecars	Francorchamps; Belgium
July 23-24	50; 125; 250; 350; 500cc	Anderstorp; Sweden
July 29-31	125; 250; 350; 500cc	Imatra; Finland
August 8	250; 350; 500cc sidecars	Brno; USSR
August 14	125; 250; 350; 500cc; sidecars	Silverstone; U.K.

1977 AMA Camel Pro Series

Date	Location	Event
Jan. 28	Houston, TX	TT
Jan. 29	Houston, TX	ST
Mar. 7-13	Daytona Beach, FL	RR
Mar. 20	Harrisburg, NC (Charlotte)	RR
May 15	San Jose, CA	M
May 22	Oklahoma City, OK	Hm
June 4	Louisville, KY	HM
June 11	Harrington, DL	HM
June 19	Loudon, NH	RR
June 24	Hinsdale, IL (Santa Fe)	TT
June 26	Columbus, OH	HM
July 3	¼college Station, TX (Texas World)	RR
July 9	San Jose, CA	HM
July 10	Sonoma, CA (Sears Point)	RR
July 16	Castle Rock, WA	TT
July 23	Gardena, CA	TT
July 31	DuQuoin, IL	M
Aug. 5	Hinsdale, IL (Santa Fe)	ST
Aug. 7	Peoria, IL	TT
Aug. 14	Terre Haute, IN	HM
Aug. 21	Mt. Pocono, PA	RR
Aug. 27	Indianapolis, IN	M
Aug. 28	Indianapolis, IN	M
Sept. 4	Middletown, NY	HM
Sept. 11	Syracuse, NY	M
Sept. 17	Toledo, OH	HM
Setp. 25	San Jose, CA	M
Oct. 2	Riverside, CA	RR
Oct. 8 or 9	Gardena, CA	HM
Oct. 9	(t) Sacramento, CA	M

Symbols:
RR — Road Race; ST — Short Track; TT — TT Steeplechase;
HM — Half Mile; M — Mile;

WANT ADS

Help Wanted

Girl Friday for general office wk.
Call Dick Pickham. Harley-Davidson/Yamaha L.A. (213) 749-6235. (50/TFN)

Mechanic — Harley-Davidson
Five years experience a must. To pay for top man. Call Ron Hutchins (213) 749-6235, L.A. Harley-Davidson/Yamaha. (50/TFN)

Parts man
We are now accepting applications for an experienced Honda parts man. Good working conditions, company paid benefits. Contact Ron Jackson, Honda Santa Ana, 301 W. Warner Ave., Santa Ana, CA. (50/3x)

Mechanic wanted
4 years Honda experience a must. Good salary & fringe benefits. Call Honda Del Rey (213) 391-6217. (48/TFN)

Honda Service Manager
Paid holidays & vacations, profit sharing and etc. All for exchange for a little work! Hacienda Heights Honda, 507 N. Azusa, La Puente, CA. (213) 968-6461. (50/3x)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

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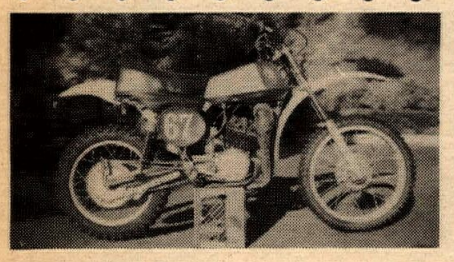
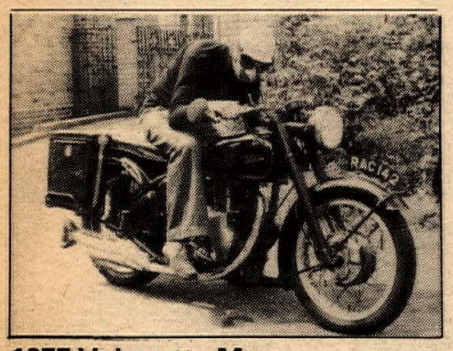


'75 CZ 250 GP
Long travel suspension, excellent condition. Must sell! Need cash. $700. (714) 838-7815. (1)



1955 Velocette Mac
Ex-Arthur Moseley. Thruxton 2LS f/brake, B.T.H. T.T. mag, factory Panniers, 70 MPG at 60 MPH. Act now on this fast, appreciating classic! $900. (213) 863-9022. (1)

1974 H.D. Sportster 1000
Less engine. Clean, must sacrifice, $550.00. Call Jim, days (213) 439-6851, eve. and weekends (213) 370-1854. #4A19994H2. (1)

Greeves trials, original 250cc
Clean, running classic (Villiers). $300 ? (805) 649-9884. (1)

STEVE'S MOTORCYCLE SALVAGE. Buy & sell bikes & parts. $50,000 inventory at 50% discount. Will ship. 14550 Arrow, Fontana, CA 92335. (1/2x)

'73 Yamaha 125 MX
Ridden very little, very good condition, $285. (213) 345-6443. (1)

YAMAHA MINI-ENDURO, looks good, $150.00. (714) 256-9148.)1)

C&J XL-250-350 Honda frame
Best handling motorcycle around! Includes all aircraft quality hardware, motormounts, aluminum side panels. Save over $150.00!!! ONLY $450.00! Call Terry (213) 355-0534. (1)

Flying Mike Browns Mini 100
This is the same bike that Mike rode to 5NMA Grand Natl Championship wins last year. Full race MX 100 engine in special YZ80 chassis. Fresh engine, bike is race ready. Includes many spare parts and spare engine. $850. Also super fast YZ80 with full race YZ80c Engine kit. Stroker crank (83cc), CDI, G.P. FRAME, Mod forks, Boges & more. $500.00 contact Howard Hooper. (213)888-0632 (1)

'72 Yamaha 250 MX
Excellent condition, trans. and top end nearly new, laid down Boge-Poppy shocks, air forks, $350. (714) 273-5147. (50)

Custom 4 rail trailer
13" whs., leaf springs, ramp. Strong but lite, $275.00. Evenings (714) 687-9183. (50)

1976 CR250 Honda engine
Brand new, never started, includes carb, and pipe. $500.00. Call Steve (209) 478-5579. (50)

Fast or slow Bultaco
'73, 250 Pursang desert prepared, $450. 250 Alpina street licensed, $350. 8 a.m. to 4 p.m. weekday — (213) 570-7409 ask for Terry Holte. After 5 p.m. (213) 286-1020. (50)

400 MK HUSQVARNA. MAG SWINGARM, MX and Vesco tanks. S.W. gas shocks and more. Fast and reliable, $600.00. (213) 346-6162. (50)

Camper shell
Fiberglass, primo desert scene on side. Built in speakers, for small pick-up, $315.00. Call after 3:30 (714) 595-3045. (50)

'75, 400 MONOSHOCK, excellent condition, $700.00. (213) 829-2322. (50/2x)

Trackmaster BSA desert, MX
Very trick, 7 inches of travel front and rear, Bultaco wheels and forks, Pumper carb, Barnett clutch, Jack Hateley prepared engine, $1300. Eves and weekends (213) 341-2538. (50/2x)

1975 MAICO MC 250, DIDs, extra gas tank, little use — xlnt. cond. 1974 YAMAHA RD 350, 8250 mi., xlnt. shape, $525 ech/consider trade. (714) 529-9661. (50)

'70 KAWASAKI 100cc TRAIL BOSS, 8 speed, $65.00. (213) 831-6145. (50)

'74 BULTACO MATADOR SD, 250cc, new piston & bore, $395.00. (213) 831-6145. (50)

'76 AW 400 Maico
Andre bars, mag rear hub, Wheelsmith up pipe, heavy duty spokes, Hoss air cleaner — 3 months old, 8-26-76, $1,400. (213) 448-5441. (50)

Husky 250 CR
1976 — GP. Skid plate, chain tensioner, extra gas tank, excellent condition. Must see to appreciate, moving forces sale — $1250.00. (213) 371-4179. (50)

'75 CZ 250
Cantilevered Boges, plastic tank & fenders, Metzeler, fork kit, chain tensioner, spare parts & more. Make me an offer! Evenings (213) 346-6175. (50)

Water cooled 125 YZC Yamaha
Fresh crank & piston, ported, carb, pipe, H.D. clutch. The only stock is the seat. $800.00 or best offer. (805) 251-3076. (50)

Wanted TT500 Yamaha parts
Will pay cash for frame, forks, engine parts. Will consider complete bike that needs work. (805) 642-1325. (50)

'75½ A.W. replica Maico 250
Wheelsmith equipped — high pipe, lots more. Must see to believe. (714) 645-7193. (1)

'69 Triumph Trident 750cc
Real clean, runs great, good fry-bike, $800.00. Call (714) 522-7489. Lic. 866717. (1)

'76 Husky 125 CR
Fox Fork Kit, 13.5 gas Girlings, ported, very fast, only eight races on bike. Call (915) 694-7338, after six (915) 694-8730. (1)

'74 HONDA XL125. XLNT COND., 2800 mi., $475. Also Boge Mulholland shocks w/90 lb. springs, perfect cond., $55 and Red Line swingarm for CR125, $55. (213) 348-8470. (1)

Dunestown Photos
8x10 color photos are available or just about everybody Send $5 and a complete description of you and your bike and your class to: Wizard Racing Photography P.O. Box 1047 Reseda, CA. 91335. Money Back Guarantee. (1)

'74 HUSKY 400 6 SP., VESCO, Mission Hills laydown Curnutts and fork kit, Mikuni, not ridden for 1 yr., many extras. $750 or best offer. (213) 542-1017. (1)

'74 Chevoleer motor home & shop
Top mechanical condition, new tires, power steering and brakes, automatic transmission, 65 gallon gas tank. Fully self-contained: Full couch & folding bunk over, Butane water heater — 6 gallon, 50 gallon water tank, Butane stove, Butane refrigerator (electric also), Butane heater with thermostat, auto A/C & 110V A/C, monomatic toilet, fiberglass stall shower, dual batteries, trailer hitch, T.V. antenna, rear awning, C.B. radio. $8,600.00. (714) 997-7395. (1/2x)

1974 YAMAHA MX, 360cc TRAILBIKE. June 1978 registration. $650.00 or best offer. Call Bill at (213) 765-6117. (1)

3, 125cc '74 Elsinores
Ready for riding. Take your pick — $225 to $350/or offers. (213) 327-2596 or (213) 321-0222. (1/2x)

'75 XR750 H-D for sale
New one on order. (214) 321-3571. (1)

'73 CR250 HONDA. Price $400, like new, FMS, shocks, runs excellent. (213) 257-2045. (1)

'75 RM 125 Suzuki
Very clean, Protec chain tensioner, extra C.P.W. pipe and 32mm Mikuni. Good maintenance, runs excellent. $550 or best. (213) 839-9492. (1)

'76 Maico AW400
Wheelsmith up pipe, Andres bars, heavy duty spokes with mag hub in rear, new tires, Hause air filter, 3 months old. $1350. (213) 448-5441. (1)

Champion '73, 360 Yamaha
New top end, excell. condition, many extras, new glass. $850.00 or best offer. 778 Brannan Pl., Concord, Cal. (415) 689-3809. (1)

'75 Laverda SF-2, 3000 miles
Full-custom-touring outfit, custom crash bars $2500. For more information call (714) 628-7779. (1)

'76 monoshock 250 YZ
Ridden 1 mo. only on Sundays then put in storage. Mechanically new, completely stock. Paid $1600, must sacrifice $850.00 or best. Finances force sale. (213) 782-7652. (1)

450 Husky
Completely new eng. & trans. All the newest mods. done by Malcolm Smith's K&N. Ported, Magura, Konis. Once belonged to a top desert personality. $750.00. After 4 p.m. (714) 539-6986. (1)

BATES 2 PIECE ORANGE road riding leathers. Fit 5'10"—6'1", 150-175 lbs. Cost $150, sale $90 or trade for Windjammer type fairing. (213) 962-6400. (1)

1973 MAICO 250. STORED 1 YEAR, 8½" front, 8" rear with gas S/W, alum. tank, DIDs, Yamaha front hub, much more. $550 or best. (213) 773-7761. (1)

'72 DKW for sale
Dirt bike, xlnt. cond., 6 speed trans. 125cc, top end new, $485.00. (213) 697-9524. (1)

'75 Husky 250 GP
Fresh gear box, needle bearings in swingarm, Vesco 4 gal., Curnutt shocks and snake pipe — $1000.00. (213) 326-1017. (1)

MONTESA ENGINE w/Motoplat. Bad rod, $75.00. (213) 397-7800. (1)

TZ 250 Yamaha
New tires, rebuilt engine, trick pipes. Also crankshaft rebuilding jig. All for only $1000 or best offer. (213) 352-6871. (1/3x)

'76½ RM 250
Marzocchi forks, new tires, Magura levers, Bassett swingarm, LTG gas and air shocks, 38 Mikuni carb, Bassett pipe, 9½ in. front and rear. Very clean & fast. Ovedr $2500 invested. Must sell because of injuries. $875.00. (714) 962-9701. (1)

Maico 250 AW replica
'75½, 5 speed, excellent cond. All Wheelsmith extras. 8¾ rear, 9¼ front, alum. bars, Sun rims, stored 6 months. Runs perfect, $825.00. (213) 949-1353. (1)

'76 Suzuki RM 125
New condition, wife's trail bike, never raced, must see! $550 or best offer. Oceanside, Carlsbad area — (714) 433-8019. (1)

FMF packaged racer — hot!
Here it is! '76, 125 Honda, FMF head, pipe, porting, 520 chain kit, Girling gas shocks w/Fox dual rate springs, DG-Pro Fab swingarm, Al Baker front fork kit 9½ in. travel, 34mm Mikuni, shot peened rod for strength, Fafner bearing, Pro-Tec chain tensioner, fork boots, fork skins (trick), new cables, brake shoes, tires. Entire bike meticulously maintained. Fresh piston rings, bearings, seals, gaskets. You won't be sorry! This bike LOOKS sano! Owned since July. Asking $800.00. (213) 780-2793 or (213) 349-4366. (1)

Enduro wanted
In trade for '73 Yamaha 250 MX. Excellent condition, new engine throughout, cantilever shocks. Or $500. (213) 920-1231 or (213) 765-8277. (1)

"Wanted" '74 to '76 Bultacos $$
Sell that bent, burned, mangled Pursang or just part of it for cash! Trades considered! Call now! (213) 845-0374. (1)

*Bultaco*Bultaco*Bultaco*
New & used Pursang parts at great savings! Motors, tanks, seats, frames, forks, misc.! Trick stuff! Call for info! Basket cases wanted! (213) 845-0374. (1)

Husky sale
1974 Husky 400 W.R. 6 speed cantilever Works Performance shocks 8½ front travel, XLNT. cond., $800. 1975 Husky W.R. forward mt. gas shocks, $750. (213) 443-3430. (1)

125 Puch MX '72
Looks & runs good, run 10 times in 4 yrs. New sprockets, Pettys, all else orig. Durable and quick. Give away at $295. San Diego, leave message (714) 460-3405 or (714) 469-8346. (1)

Classic BSA 650, $850
'71 BSA Thunderbolt 650; beautiful, well maintained, new paint, brakes, tires, black frame, single carb. $850. (714) 232-4718. (1)

'76, 400 YZ Yamaha
Terry Kit — long travel kit, used very little, must see, $1000.00. (714) 244-6318. (1)

Maico G.P.
'75, 250, 5 months old, alum. tank, Chain Tite, S&W up-pipe, Andres, all Wheelsmith, excellent, $800. (714) 547-4863. (1)

Suzuki
TM 125, Vesco tank, gas Curnutts, skid plate, pipe, desert or moto. See and ride to appreciate, $325. (213) 964-0274. (1)

'74 Kawasaki 750
DMG 3 into 1 chamber, competition shocks, clip ons, unthrashed, never raced, FAST. $950.00. Phone (213) 833-4102. (1)

Two Honda 125 Elsinores
1973¾ & 1974. Sharp — extras, never raced. $450.00 & $475.00. (714) 828-1563 or (213) 596-2358. (1)

'74 tracker 133cc automatic
Hardly ridden, 40 actual miles, in storage. Perfect for beginner or expert. No shifting, 80 miles per gallon. $500 invested. $395 or best offer. (213) 662-1038 days, (213) 245-1375 evest. (1/2x)

'74 KTM 250, ANDRES BARS, Konis, heavy duty clutch, ported, cut pipe, Grand Prix seat, forks and cab tricked out, $600/best offer. Greg (714) 523-5119. (1)

'75½ Maico 400
Ridden 3 times, mint condition — looks, runs better than new. Bilsteins — plus extras. Open Expert winner. First $700 cash takes it. (805) 252-2370. (1)

'76 Honda CR250 Elsinore
S&W fork kit, Curnutt shocks, desert tank, 1st Stage porting (top end), plus xtras Xlnt. cond., $700.00. (213) 379-6876. (1)

1976 Yam. YZ125C mono
Fresh engine — trick suspension — extras — excellent condition — great Xmas gift — Steal it at $595.00. Larry (714) 586-9859. (1)

Attention all roadracers
Must sell my TA250 Yamaha six speed roadracer eng. with CDI igntions and all spares for $395.00 or best offer. (714) 658-6154. (1)

'75 Yamaha 400 monoshock
Excellent condition & runs strong. $850.00 or best offer. Orange County (714) 637-7780. (1)

Yamaha 125 mono
Mono mod., air forks, 520 chain, chain guide and tensioner, pipe, belt seat and more. Very fast, dependable and clean, $700. (213) 326-0102. (1)

'75 250 PURSANG ENGINE — COMPLETE package with air cleaner, exhausts, etc. Just spent $150.00 + on parts. All good except needs rod kit. First $175.00 takes all. May accept Bultaco ft. end parts in partial trade. (805) 969-3050. (1)

'75 RM 125 Suzuki
Got to see. Only 11 months old, NEVER BEEN RACED. Why buy a beat up bike, mine's perfect, $550. (714) 892-4936. (1)

'75, 360 YZ mono Yam-Maico
New tires, leather seat, plastics, 76 Maico front end, immaculate, $750. (714) 434-1168. (1)

*Trials '70 Montesa 250
Mikuni carb, great biked, $375.00. (213) 672-1469. (1)

'76 RM125A must sell!!!
9" travel RM250 forks, 520 chain kit, very fast!! $650.00 or best offer. Ask for Greg (213) 662-1500. (1)

POSITION WANTED IN M/C INDUSTRY. Phoenix & vicinity. Part time student. Parts counter & inventory control exper. Yam., Maico, BMW, Tri., BSA. Presently MX Bul. T. Halsey, 926 E. Sp½ence, Apt. 15, Tempe, Ariz. 85281. (1)

Cycle trailer 3 rail
3-rail trailer with large tires & tool box, excellent condition, $225.00. Call evenings (714) 846-5272. (1)

Sales persons
Route — good lines, prefer people with est. routes. Many areas open — all replies confidential. Send replies to Cycle News West, P.O. Box 498 Dept. BKG, Long Beach, CA 90801. (1)

750 Yamaha
Shell motor, frame new, $2,500. (714) 658-6154. (1)

'77, TT, 500 Yamaha
38 Mikuni, S&W shocks, air forks, Terry kit, many extras, ridden 4 times, $1,395. (805) 643-2062. (1)

HONDA 1973 CB-350-4, showroom condition, extras, $750.00. (213) 923-7191. (1)

'76 YZ250C monoshock
Terry 8½" forks, White Bros. 8½" mono, cable rear brake, 6-ply tires & ISDT tubes, skid plate, Vesco skinny-fat, Magura levers, WR gearbox, torque pipe, excellent condition, $925. Nights after 7 p.m. (213) 547-2145. (1)

Husqvarna 360WR
New 4 Nov. 76, 350x21 front. Too old to adjust to the kickstarter, $1200.00. After 5 on week days (209) 998-6691. (1)

'75 Honda XL350 special
Tricked to 440cc by Long Beach Honda, ported, 36 MIkuni, S&W fork kit, Boges, Bassani, 1385 miles, licensed, $1200. (714) 993-6115. (1)

BELL STAR 120, new condition, best offer. (213) 599-1934. (1)

Rare opportunity
(Adelanto, Calif.) Property & business. 395 cycle Park — Motorcycle Race Track. Smog free — High Desert. True half mile oval — 7/8 mile T.T. — One Mile Moto — 24' x 30' complete snack bar. 24' x 64' mobil home — two trucks. Have all permits necessary — night racing O.K. Forty acres (more or less), future unlimited. After down payment financing no problem. Many extras — Call now. Century 21 Home Town Realty — (213) 868-2295. (1/2x)

'74 Rokon 340cc automatic
Show condition, 1200 street miles, every extra. $2200 invested. Mustsee. $1200 or best offer. (213) 662-1038 days, (213) 245-1375 eves. (1/2x)

PARTS FOR SALE: 250 TZ ignit. new, AJS and Matchless parts for Twins and Singles. After 6 p.m. (213) 433-4124. (1/2x)

Jawa speedway bike
New motor, Bing carb, new mag, runs great, looks great. $1,450 or 69Z28 or ? (714) 894-2566. (1)

'75, 250 YZ monoshock Yamaha
Maico front forks, FMF pipe, new tires, mono mods, excellent cond. + many extras, Stored 1½ yrs. $850.00/offer. (213) 423-0664. (1)

FMF RA replica
'76 RMA 125. New 250 forks & tank, new FMF p½ipe, porcupine head, 34mm carb, Profab swingarm with gas shocks, trick porting, works fenders, $1200. (213) 374-0059 or (213) 530-4656. (1)

Jr. speedway Xmas special
Honda XL 175 — Powroll 199cc kit & cam, Branch head, Mikuni, Akronts, Barnes, professionally built & maintained. With or w/o engine, $850. Bernie (714) 530-5560. Merry Christmas bikers!!! (1)

Factory Montesa 250
Lowered frame, up-pipe, slanted w/Girling shocks, etc. Must sell, $800 or best offer. (213) 598-3862. (1)

'76 YZ 80C Yamaha
Like new, ridden 5 times, $400.00. (213) 339-2277 or (213) 335-6909. (1)

'75 Yamaha 250 motor
Blue printed, pipe, all electrical, like new, $400.00. (213) 339-2277 or (213) 335-6909. (1)

WANTED: DUCATI 450RT. Must be complete and reasonably priced. Need not run. Call Dave, evenings (213) 280-9897. (1)

'74½ Husky 250 CR
Clean, quick, Konis, long travel suspension, low hours, never raced, excellent condition, $650 O.B.O. Call evenings & weekends (213) 031-0327 or (213) 936-3900. (1)

Back injury forces sale of:
'76½ Yamaha 400 YZ-C mono — mint cond., less than 5 mos. and 500 miles old. Stock w/orig. tires, extra 4 gal. tank, etc. $1200.00 or best — must see! Call Chuck anytime (213) 287-1548. (1)

HECKEL BOOTS: Exc. cond., 11½, $60. Bell Star helmet, fine cond., 7-1/8, $30. (213) 377-1331. (1)

'76 Yamaha YZ-X 125
Air forks, DG pipe, great condition, $600. (213) 851-5257. (1)

'74½ Montesa 247 trials Cota
Perfect condition, hardly ridden, $475. (213) 851-5257. (1)

'76 XL Honda, '75 Yamaha 650
Going strictly dirt! Both bikes like new, only 200 street miles on Honda, one month old. Yamaha has 5M miles. (213) 280-3460. (1)

125 HONDA PARTS — (ELSINORE) frame, perfect tank, '76 front fender, forks, U.S. Sports swingarm, rear fender, Full Bore boots, $10.00. size 10. '76 stock pipe, '74 side # plates & airbox/w Twin Air. Good bargains. (213) 780-2793 or (213) 349-4366. (1)

'71 Maico 250
Must sell, good condition, runs great, many extras, $325/offer. (714) 846-5995. (1)

Jawa speedway bike
Motor fresh, new mag and new carb. High lift cams and new 22 in. wheel, aluminum tank and solo seat, $1100.00. (213) 397-6118. (1)

Yamaha mini enduro '71
Looks good — runs good, $200.00/or. (714) 993-6669. (1/2x)

BSA 500 MX, '71. HAS BEEN SELDOM ridden, few total miles. In all respects the bike is in nearly original condition, $500. (213) 676-5995. (1)

CR 125 HONDA. "74", STOCK and cherry. In storage for 1½ years. Must sell, $475.00. (714) 535-2745. (1)

76 Honda MR-175, 292 miles
$595.00. (213) 986-2011. (1)

76 Honda XL125 — perfect
LOW MILES — trial, extras, $575.00. (213) 986-2011. (1)

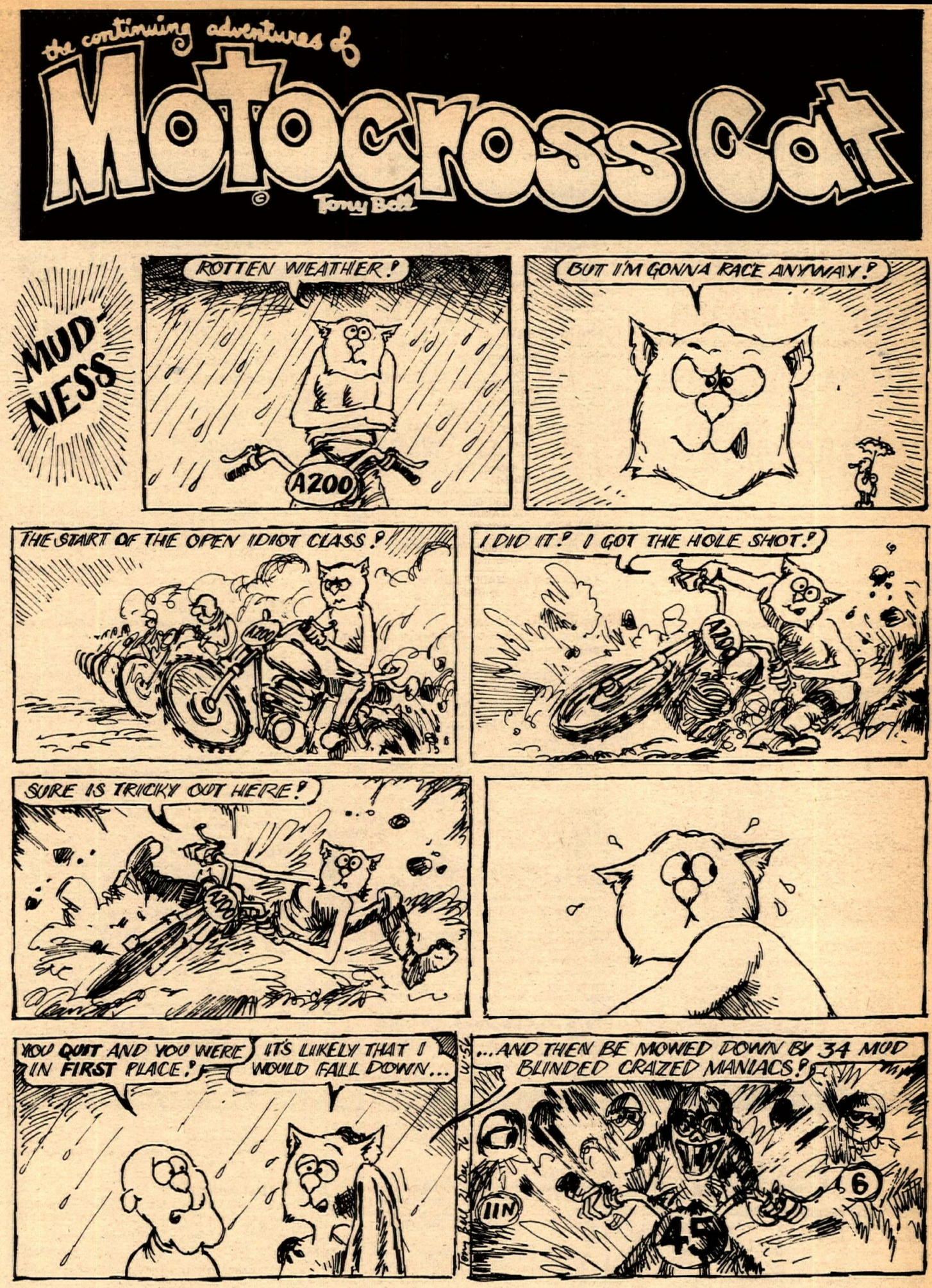
Trackmaster Triumph
Fresh 750 engine-Carello rods, 10.5-1 pistons-Sifton cams- Barnett clutch aluminium hub, Mikunis, Barnes wheels, DIDs & gearing, some spares, ready to race. $1500/offer. Evenings (408)422-7694. (1/2x)

Trick '76 RM 125 A
F.M.F. 34 Mik. F.M.F. porcupine head, Miller Mano Pipe. Work Performance Shocks, Air forks, Porting. Andre Bars, 520 chain kit. Excellent condition. Never raced. $750. (213)671-4340 (1)

'74 250 Maico good cond. many extras $500.00 Race ready. (213)329-9197 (1)

400 CZ '73
Sanitary!! 400 CZ Desert scooter, Vesco tank M.S. tool box, Mikuni carb. and things! Brand new engine never been ridden $450.00?? (714)826-1016 or (213) 537-7860 (1/2x)

580 Triumph twin
'73 275 lb. Faster & more torque than 500 TT Yam. 21" front wheel C-R forks w/skw kit, Konis, L.T.R. & more $795.00 (213)860-5045 (1)



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BMW roadracing sidecar
Featured on CBS Sports Spectacular. Runs fine and has plenty of spares, finished 11th in U.S. Championship (1976), AMA pays you starting money. $1,200/offer. (415) 783-3475. (1)

'74, 250WR Husky
Many extras, xlnt. cond., $700.00 or offer. (213) 429-6403. (1)

'74 HONDA TRIALS TL 125. Great condition, looks and runs like new, $350.00. '72 MONARK — fresh top end, runs strong, $300.00. (213) 341-0602. (1)

Bultaco 125
Blueprinted engine and transmission. Modified front suspension, good condition, motocross or scrambled, $275. (213) 454-6359. (1)

Miller Mano Works Honda
'76 CR 125., Miller Mano — porting, porcupine head, pipe, 34 Mikuni, swingarm, Girlings, seat kit, big spokes, new top end, much more, $850.00. Call (213) 429-6850. (1)

250 Elsinore motor
'74 CR250 engine, NEVER been started, $375.00, carb, p½ipe & frame included. Call after 5:00 p.m. (916) 756-1519. (1)

'76 RM250 Suzuki
Rebuilt top end; rear Metzeler, air caps, GP springs, fork kit, Phase Two, Magura power levers, Buchanan front spokes, Diamond chain, tensioner, Andre barsz, more, excellent condition. $825.00. (213) 454-1022. (1)

'67 BSA Lightning 650
A classic street machine, mint cond. Engine just rebuilt, $550.00. (213) 828-5925. (1)

1972 Suzuki TM 125
New top end, runs good, $250.00. Call after 6 (213) 598-6717. (1)

'75 Husky 175
Only ridden 3 times, never raced, $900.00. Leslie (714) 846-3437. (1)

Can-Am shift conversion
Both right & left shift, includes shaft, seal, lever, machine of R/H case $50. Redline Eng. (213)886-1728 (1/2x)

Champion XL-350 all the goodies — $1250/'69 Triumph TT Special — $550/extra's (916)934-5790 (1/4x)

"For Sale" Parts — New factory standard XR-750 pistons and rings — $60.00. 19" Yamaha DT-MX Alloy front wheel assembly and tire $75.00. Yamaha XS-650 center case halves $90.00. AT-CT1 transmission, crank assy, CT1 cylinder, left case $40.00. (408)267-1978 (1)

750 Yamaha Dirt Tracker. OW-72 type crank, head and cam. new frame, wheels, brakes and class. Latest Ceriani forks and Mulholland shocks. Serious inquires only. (408)267-1978 (1)

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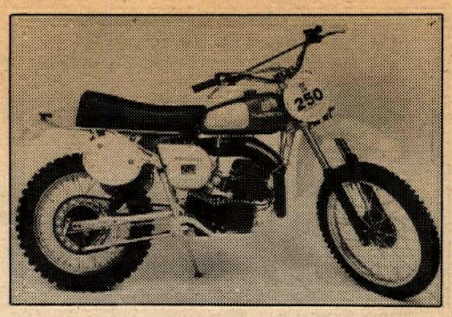

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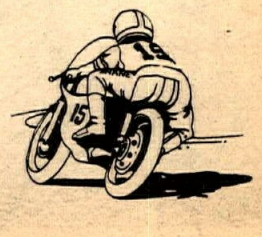

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